

The Hongkong Telegraph.

WEATHER FORECAST
CLOUDY
Barometer 29.84

April 22, 1913, Temperature a.m. 77, p.m. 82; Humidity...87, 76

(ESTABLISHED 1881.)
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April 22, 1912, Temperature a.m. 70, p.m. 80; Humidity...63, 68.

9077

晚七十月年丑癸

WEDNESDAY,

APRIL 23, 1913.

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TELEGRAMS.

THE BUDGET.

NO TAX REMISSION.

Reuter's
[Service to the "Telegraph."]
London, April 22.

The "Daily News and Leader" states that there will be no remission of taxation in the Budget. Insurances are being effected at Lloyd's at 50 guineas per cent. to cover an alteration in the Income Tax; 12 per cent. in the case of sugar, and from 15 to 20 per cent. in the case of tea.

Trade Prosperity.

Later.

Mr. Lloyd George, in his Budget statement in the House of Commons, stated that the past year had been the most prosperous ever known. Every industry was humming, and the tide of affluent trade was so high that it had overwhelmed three serious obstacles—the coal strike, a bad harvest and the Balkan War. The Stamp Duties, which reflected trade more accurately than any other duty, showed a large increase in every branch.

M. Lloyd George, continuing, said the revenue for last year exceeded the Estimates by £1,600,000, but Supplementary Estimates for the Fleet, for Insurance, for Doctors and an advance to Uganda amounted to £4,071,009. Nevertheless, owing to savings and underspending, the whole had been met from revenue. The estimated expenditure for 1913-1914 would be £195,450,000. This startling figure was due to the growth in armaments, and he saw no prospects of decrease unless there was a fundamental change in the policy of nations. He announced that there would be no new taxes.

The Trade Boom.

Proceeding, the Chancellor of the Exchequer stated that he had to find this year an additional £7,600,000, of which roughly £2,100,000 would be obtained from arrears of taxation. The trouble in the Near East, while not diminishing activity in the workshop, was retarding orders and disquieting business men, but the general feeling was that peace would soon be restored. There were no indications that the trade boom had reached a climax, and there was no sign of over-production. His forecasts were based on the assumption that we were entering on the most glowing year British trade had ever seen.

He anticipated increases of £2,555,000 from Customs and Excise, including tea, sugar, spirits, beer and tobacco; £1,500,000 from Death Duties; £1,144,000 from Income Tax; and £1,450,000 from the Post Office. But certain miscellaneous decreases left him still £215,000 short. So he proposed to take £1,600,000 from the Exchequer balances which had been deposited owing to non-spending on the Navy. Thus the total revenue would be £195,825,000. Consequently there would be no new taxation.

Mr. Lloyd George pointed to the success of the Spirit Duty, which, at the same time, had in the last four years decreased consumption by 23,000,000 gallons. The coal strike had cost £550,000.

The Government's Record.

The Chancellor concluded by saying that, by the end of the year, they would have reduced the National Debt by £102,000,000, thus saving £2,600,000 in interest; they had reduced the taxes on food by £5,000,000 and on small incomes by £2,500,000. They had spent more on national defence and £20,000,000 on the aged and sick. Trade was at its best, unemployment at its lowest, and profits at their highest.

TELEGRAMS.

THEIR MAJESTIES.

VISIT TO THE POTTERIES.

Reuter's
[Service to the "Telegraph."]
London, April 22.

Their Majesties the King and Queen were given a splendid ovation on visiting the Potteries. Beautiful decorations were arranged in their honour, and sunshine prevailed. Their Majesties enjoyed the children's Maypole Dance in a garden in the suburb.

THE TURF.

GREAT METROPOLITAN STAKES.

London, April 22.

The race for the Great Metropolitan Stakes, run at Epsom to-day over a distance of two and a quarter miles, resulted as follows:—

Anney ... 1
Golden Rock ... 2
Winthorpe ... 3

Nineteen ran, and Anney won by two lengths, four lengths, separating second and third. The betting was:—7-1 Anney; 20-1 Golden Rock; 3-1 Winthorpe.

City and Suburban.

The betting for the City and Suburban Handicap is as follows:—100-1 Thistleton and Lorenzo; 10-1 Drimmore and Tuxedo; 10-8 Jaeger; 100-8 Junior; 100-7 Limon.

Probable Starters and Jockeys.

The probable starters and jockeys are as follows:—Long Set (Higge); Bachelor's Hope (Donaghue); Eaton Boy (Saxby); Jaeger (Walter Griggs); Limon (Sharpe); Lorenzo (Whalley); Tuxedo (W. Huxley); Mordred (Smythe); Drimmore (Cheshire); Dalmation (C. Foy); Hallberg (Robbins); Thistleton (E. Huxley); Outren (R. Stokes); Absolute (Buckley); Swansong (Plant); Agapanthus (Prout); Cigar, Junior, Shortgrass and Miffie, are without riders at the moment.

HOME DEFENCE.

PROFESSIONAL ARMY NECESSARY.

London, April 22.

The Conservative Press is giving prominence to the speech of Prince Louis of Battenberg at the annual meeting of the Union Jack Club, presided over by Sir Edward Ward, in the course of which he said: "The Fleet alone cannot protect Great Britain. A sufficient, trained professional Army is quite as necessary as the Navy."

WEST AUSTRALIAN LOAN

London, April 22.

West Australian underwriters are saddled with 87 per cent. of the recent loan, which is quoted at three-quarters per cent. discount.

The Troubles in Yunnan.

It is announced that the mission of inquiry entrusted to M. Albert Maybon by the French Colonial Office, concerns the effects of the Chinese revolution amongst the Moslems, the Chinese, and aboriginal populations of Yunnan.

TELEGRAMS.

OBITUARIES.

PROFESSOR A. HARVEY.

Reuter's
[Service to the "Telegraph."]
London, April 22.

The death is announced of Professor Alexander Harvey, formerly Professor of International Law at Peking University.

Lady Gorell.

London, April 22.

The death is announced of Lady Gorell, wife of Baron Gorell of Brampton, formerly Sir John Gorell Barnes.

Colonel Dawkins.

London, April 22.

The death is reported of Colonel John Wyndham G. Dawkins, C.B. [Colonel Dawkins, who was 52 years of age, joined the Royal Artillery in 1880. He served in the Sudan in 1898, including Khartoum, and was mentioned in despatches. He also saw service in South Africa 1899-1902, being wounded, and was four times mentioned in despatches. He retired last year.]

SANITARY BOARD.

The ordinary fortnightly meeting of the Sanitary Board was held yesterday afternoon, when Mr. D. W. Trantman presided. There were also present, the Hon. Mr. E. R. Hallifax, the Hon. Mr. E. A. Hewett, C.M.G., Col. Younan, Dr. Fitzwilliams, Messrs. Chan Kai Ming, Ng Hon Tez, Dr. H. Pearce, assistant M.O.H., Dr. F. Clark, M.O.H., and the secretary, Mr. W. Bowen Rowland.

The application for permission to erect an additional water closet at the Hongkong and Shanghai Bank, was granted, on the motion of the president, seconded by Chan Kai Ming.

An application was considered from a Chinese restaurant, on Inland Lot No. 1355, for permission to erect 4 urinals. The Hon. Mr. Hewett moved that the application be refused, as they had been hitherto. If they granted the application they would require to have an inspector visiting the place at least once a week. If they granted this, they would have scores of application.

The President pointed out that the application was only for urinals.

The Registrar General:—May I ask what the water supply is?

The President:—A nullah.

The Hon. Mr. Hewett remarked that during the dry season, the nullahs in that district ran dry.

The Registrar General seconded the motion of the Hon. Mr. Hewett, and the application was refused.

An application for permission to construct an iron staircase in the open space at the rear of No. 5 Arbutnot Road was granted.

On the motion of the president, seconded by the Hon. Mr. E. A. Hewett, a resolution was passed authorising Inspectors Thompson, Gerrard, Cameron and Territt to enter buildings and inspect and condemn food, under the Public Health and Buildings Ordinance.

Continuous Performance.

The Bijou Theatre at Shanghai is now providing a continuous performance each day from 3 p.m. until 11.30 so that patrons may attend the performance at any time and remain as long as they wish.

British Consul for Formosa.

The King has been pleased to appoint Mr. T. J. Harrington to be Consul for the Island of Formosa and its dependencies, to reside at Tamsui; and Mr. C. J. Davidson to be Vice-Consul at Yokohama.

TELEGRAMS.

GERMAN B PLANE.

LANDS IN FRANCE.

Reuter's
[Service to the "Telegraph."]
London, April 22.

Reuter's correspondent at Nancy states that a biplane, having on board two German officers, landed at 7.45 to-day to the north of Arracourt, near Luneville.

Captain Dewall, who was in charge of the biplane, explains that they left Darmstadt for Metz, and a shortage of petrol, compelled them to descend; they believed they were still in German territory.

French Protest.

Later.

Reuter's correspondent at Paris wires that France, while admitting that to-day's landing was unavoidable, has made representations to Germany concerning the inconvenience of these repeated and regrettable landings, and asks that measures be taken to prevent them in the future.

YOKOHAMA FOREIGN BOARD OF TRADE.

Japan and the Coasting Trade.

At the annual meeting of the Yokohama Board of Trade on April 2, Mr. J. A. Harmsen made the following speech, which was extracted from the "Japan Herald's" report:—

For a considerable time past, a subject of rather vital importance, which I am sure will not have escaped your attention, has been given public prominence by the Press. I refer to the coasting trade in this country and the state of affairs created by the new treaties, which came into force in July, 1911.

According to Article 21 of the Treaty of Commerce and Navigation between Great Britain and Japan, dated April 3rd, 1911, it is distinctly stated that the coasting trade of the two contracting parties is excepted from the provisions of that treaty and shall be regulated according to the laws of Great Britain and Japan respectively. Under the existing laws of Japan, and in the absence of any other nation enjoying more favourable treatment, no British vessel can obtain permission to take passengers on board at one port and land them at another port in this country, both ports being in Japanese territory. This is quite in accordance with a statement recently published under the authority of the British Consul at Kobe.

In view of the fact that the laws of Great Britain do not prohibit vessels under other flags engaging in the coasting trade, the anomaly, therefore, exists that one country is debarred from enjoying the facilities which it grants to the other, and this, practically amounts to ignoring the principle of reciprocity. It will be asked why the negotiators of the treaty did not, at the time it was being drawn up, endeavour to frame the new conventions in such a manner that all and everybody's interests would be protected. However, it is well known that efforts were actually made to bring about a satisfactory solution of the problem which followed Japan's demand for complete autonomy.

If I am not wrongly informed, at the time the Treaty was under negotiation the representatives of Great Britain did not attach much importance to the question of retaining the coasting trade for alien vessels, and as the ships of that country certainly had a large share in the volume of the passenger traffic Great Britain's indifference in the matter was made use of by Japan to check

TELEGRAMS.

THE BELGIAN STRIKE.

CONDEMNED BY CHAMBER.

Reuter's
[Service to the "Telegraph."]
London, April 22.

Reuter's correspondent at Brussels wires that a motion was introduced in the Chamber of Deputies expressing a hope that electoral reform would be conceded, and condemning the general strike.

The Socialists said the first part of the motion was a step forward, and suggested dividing the resolution into two parts.

Thereupon the electoral reform portion was carried unanimously, while the portion condemning the strike was adopted by 229 to 124.

such demands being put forward by other countries by designating them as not of such vital importance as to prevent a satisfactory conclusion of the whole treaty, thus making it quite clear that, in a matter affecting her autonomic rights, Japan would on no account make concessions.

What most concerns this Board and its members who are residing in this country, is that in Japan, where the authorities are in so many respects ready to share in the general advance of modern attainments, a law is enforced which hampers progress in communication and intercourse between peoples on the one hand, whereas, on the other, there is actually no danger that the absence of such a law would in any way impair the country's own interests. It may be urged, of course, that there are other countries, such as America and France, in which coasting trade is also prohibited, but I think I am safe in saying that conditions prevailing in those countries cannot very well be compared with those obtaining in Japan. As you are aware, in this country, the so-called coast trade of aliens, I mean to say, lines engaged in that trade as a business, has at all times been practically non-existent. The fact that foreign steamship companies cannot transport passengers and cargo forces the travelling public to use the railways, which do not, however, offer corresponding comfort or accommodation, or the Japanese passenger steamers, the number of which is not sufficient to satisfy all demands.

The whole problem is from no point of view a matter of deriving profits on either side—in fact, profits can hardly be called an important factor in view of the small amounts involved—but rather a question affecting progress in communication and transport facilities generally, and thus one of public convenience.

It must therefore be regarded as of much public benefit if the authorities would allow at least the regular passenger lines to carry passengers and goods between Japanese ports, and it is to be hoped that the existing state of affairs may sooner or later be modified.

That similar feelings are entertained at home may be inferred from a very recent telegraphic extract from a leading article of the London "Times", which deals with the subject: I have touched upon to-day. (Applause.)

Appointed to the Straits.

Lieutenant-Colonel J. D. Ferguson, R.A.M.C., has been appointed to the Straits Settlements, embarked on April 19.

Major Morris, R.G.A.

Major R. O. Morris, R.G.A., of Singapore, who has been granted leave of absence, from April 15 to October 14, left for home by the Kitano Maru.

TELEGRAMS.

AVIATION MISHAP.

A DYING CONSOLATION.

Reuter's
[Service to the "Telegraph."]
London, April 22.

Paymaster Berne, of the Naval Aviation School, Eastchurch, was knocked down by a biplane yesterday afternoon and died in the evening. Before expiring he said:—"My consolation is that I have always done my best" for Naval flying.

THE ARMY BILL.

London, April 22.

The House of Lords has passed the second reading of the Army Bill.

OPIUM IN AMERICA.

Some Alarming Figures.

The report recently issued by the United States Government on the growth of the drug habit contains some interesting figures. The people of America, it is said, "are rapidly becoming hopelessly addicted to the habitual use of narcotic drugs." Since 1860 the increase in population has been 133 per cent., and the increase in the importation and consumption of opium in all its forms of 351 per cent. The actual amount imported and consumed annually during the past ten years is over 400,000 lb., of which one-eight, it is estimated would suffice for medicinal needs. This record does not compare favourably with that of most European countries. Germany, with a population of 60,000,000, takes about 17,000 lb.; Italy, with 33,000,000, about 6,000 lb.; Austria-Hungary, with 46,000,000 between 3,000 and 4,000 lb.; while trustworthy statistics are not available for the United Kingdom, but it is thought probable that the amount of opium consumed is, in proportion to the population, less than in most countries. Apart from narcotic drugs, the report reveals a lax state of the poison laws.

A WASTE OF TIME.

\$156 Fine for Failing to Lime-wash Premises.

Mr. Trantman, Head of the Sanitary Department, in prosecuting a property owner before Mr. C. D. Melbourne, at the Police Court this morning, for failing to lime-wash certain premises, said such proceedings as these wasted an enormous amount of time. It was the duty of house-owners to lime-wash their places without any notice being given at all. All lime-washing was something like two or three months in arrears, and the extra visits by the inspectors, some times four in number, together with sending for the man, was a great waste of time. If owners would see that the houses were done there would not be this trouble.

His Worship:—Twenty-six houses, seventy-eight floors. I do not see how I can make it less than \$2 a floor.

Mr. Trantman:—Considering the amount of trouble there has been, I think it is a reasonable sum.

His Worship:—\$156; the work to be done in fourteen days. Another man was fined \$10 for a similar offence, and ordered to lime-wash the premises in seven days.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Anney won the Great Metropolitan Stakes.

The King and Queen received a splendid ovation on visiting the Potteries.

The Belgian Chamber of Deputies, has condemned the general strike by 229 votes to 124.

In introducing his Budget, Mr. Lloyd George stated that the past year had been the most prosperous ever known.

The deaths are announced of Lady Gorell, Col. Dawkins, and Professor A. Harvey, formerly of Peking University.

The probable starters and jockeys, together with betting, of the City and Suburban Handicap is given in telegrams.

Paymaster Berne, of the Aviation School, Eastchurch, was knocked down by a biplane and subsequently succumbed.

The British Budget estimates the revenue at £195,825,000 and the expenditure at £195,640,000; there is no new taxation.

Prince Louis of Battenberg has declared that a trained professional Army is as necessary as the Navy for the defence of Britain.

A biplane with two German officers landed in France; and representations have been made to Germany to prevent such landings in future.

LOCAL.

Volunteer Orders appear in to-day's issue.

An interesting article on "Morrie England" appears elsewhere in this issue.

The master of a fishing junk reports another piracy in Temple Bay, which is in British waters.

The annual Schools' Sports, which were postponed from April 17, were held at Happy Valley to-day.

A property owner was fined \$156 at the Police Court this morning for failing to whitewash certain premises.

The latest scores in the Soldiers' Club Billiard tournament, and in the H.K.C.C. tennis tournament are given to-day.

A report of yesterday's meeting of the Sanitary Board appears in this issue. There was no business of outstanding importance.

DON'T FORGET.

TO-DAY.

Bijou 9.15 p.m.

Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou 9.15 p.m.

Victoria Theatre 9.15 p.m.

Friday April 25.

Institute of Engineers and Shipbuilders.—Paper on Diesel Engines.—9.15 p.m.

Saturday April 26.

Green Island Cement Co. Ltd. Ordinary General meeting, St. George's Building.—noon.

Northumberland and Durham Dinner, Hongkong Hotel.—8 p.m.

Saturday May 3.

Hongkong Electric Co. meeting.—noon.

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Manager. [25]

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Hongkong, 1st Aug., 1912. [65]

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Hongkong, 1st Feb., 1912. [122]

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South China Morning Post.

Canton-Hankow Railway.

At Yingtak, the scene of Friday's important festivities, a bridge consisting of six spans (three of 200ft., one of 80 ft., one of 50 ft., and one of 45 ft.) has been constructed. There is another bridge of 750 ft. in length at the 150th mile, and a tunnel about 1000 ft. in length at mile 180. These are not insurmountable difficulties in a big railway undertaking and what with the energy recently displayed in marked contrast to the opposition of a couple of years ago, we may expect soon to hear of their satisfactory progress. To Dr. Sun, day dreamer that he is, must be given credit for having worked a wonderful conversion of the Chinese people. It was he who, with his railway scheme and his forceful utterances on the advantages of modern locomotion, induced the moneyed classes to renew their interest in railways and impressed upon the masses the folly of opposition. His campaign opened the eyes of the people with the result that now-adays railway expansion is everywhere greeted with unbounded enthusiasm.

Daily Press.

The Chinese Presidency.

There seems to be a strong sentiment in certain political circles in China against giving the veto to the President, and to those who share that view this Treatise will prove a political education in itself. The argument in the Treatise is that the veto cannot be denied to the President, but as the result of its exercise must be an appeal to the electorate, the President must inevitably bow to the people's will. "The fact that the creation of a Parliament itself gives such enormous power to the people to ultimately enforce their will that it is in itself a guarantee that Constitutionalism will ultimately prevail." It is evident from the political discussions in the Chinese papers that the crudest notions prevail on the subject, and it seems to us that if the provisions of the Constitution are adequately discussed in Parliament, and the Presidential election is deferred until the Constitution has been definitely settled, we may have to wait much longer than three months for that election. So far Parliament appears to have done nothing but squabble over the election of its officers since the 9th inst.

China Mail.

Irregularity of the Siberian Mail.

We believe that the irregularity is owing to the fact that slow trains are used instead of fast trains. And over so large a track of railway, it can easily be realised that even though a slow train were to leave several days before a fast train, it would soon be overtaken, when, of course, it would be side-tracked. This, indeed, is apparently what happens, and to us it appears to be the most feasible explanation to account for the irregularity. Our senior morning contemporary, we notice, in an interesting article on the subject this morning expresses the opinion that the "real explanation of the whole matter" lies in the fact that "the mail traffic across Siberia has outgrown the facilities that at present exist for its rapid transit." This, in our opinion, would probably account for delays, which are also of frequent occurrence, but it certainly does not account for mails arriving out of the proper order; and the only explanation for the irregularity—which is more annoying and frequently more harmful than the delays—is that some of the mail bags have been despatched in slow trains and subsequently passed on route by later mails being carried in fast trains.

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GENERAL NEWS.

Mr Taft and the Philippines.

Mr Taft is to be the first president of the Philippines Society, which has been formed in Washington. The organization is to consist of men who have at one time resided in the islands, or who are still residing there, and its aim and object is to stimulate interest in the Philippines among the American people.

"Maxim Gorky" and the Tsar's Amnesty.

Maxim Gorky, the famous Russian author, who lives at Capri, has decided (says Reuter's Naples correspondent) that he will not, at least for the present, avail himself of the amnesty granted by the Tsar during the recent Romanoff forty-first anniversary celebrations. Mr Gorky says he will not return to Russia.

Grizzlies Becoming Extinct.

Sacramento, Cal., March 15.—The grizzly bear is fast becoming extinct in California. The State Fish and Game Commission reported to-day that of the hundreds that used to roam the Sierras barely a half dozen are known to remain. The report says that 30,000 deer are killed annually in the State, 20,000 by mountain lions and coyotes.

A Talking Dog.

A dog that can talk and is pretty well versed in arithmetic is to be seen at Rangleley, Maine. This educated dog is a pure blooded Scotch collie named Noble. He is now eighteen months old and was bred at East Machias. Noble's vocabulary at present consists of four words. "Oh," "Now," "Papa" and "Out," but such is his intelligence that this list can be extended indefinitely by patient teaching.

Fraye American Soldiers.

Brigadier General J. Pershing, commanding the troops in the 10th division of the Philippines has asked for a full report from the officers engaged in the Salinas assault, in which a number of American and native officers and men were wounded, with a view to recommending the heroes of that memorable engagement for extraordinary gallantry. An American negro, Duckett, of the Hospital corps, is known to be one of those whose names will be forwarded to Washington.

Harvard Wins in Debate.

Cambridge, Mass., March 15.—Harvard won the annual triangular debate with Princeton and Yale here last night. Arguing the question: "Resolved, That the United States Government should exempt our coastwise trade from Panama Canal tolls," the Crimson won on both the affirmative and negative sides. Harvard's team defeated Yale's at Saunders Theatre, Cambridge, taking the negative; and another team of Crimson debaters received a decision over Princeton at Princeton, with affirmative arguments. At New Haven, Princeton, upholding the affirmative of the question, defeated Yale.

More Trouble for Boy Cigarette Smokers.

Sacramento, March 20.—The bill introduced by Senator John Anderson of Orange county, making the possession of cigarettes or smoking of them on school grounds a reason for expulsion, have been passed. The bill amends the political code as to the reason of suspension or expulsion from the public schools, and in speaking for it Senator Anderson held that cigarette smoking was a worse disobedience on the part of the boys than profanity, vulgarity or ordinary continued disobedience to the instructor, all of which acts have been reasons for removal of a pupil from school.

"Suffragettes" and Manila Correspondence.

It will be remembered, says the "Manila Times" that, among the many violent methods of bringing their cause to public attention adopted by the suffragettes, was the dropping into letter boxes of envelopes containing bottles of corrosive liquid, which broke and set fire to the mail. Some of this mail was destined for Manila and other places in the Philippines, and it got here in due course—or all that remained of it. Letters were received by the local bureau of posts, bearing British stamps, which looked as though they had passed through the furnace. They were browned and burned, some of them so badly as almost to be illegible.

SERVICE MATTERS.

Colonel Chamier, R.G.A.

Colonel G. D. Chamier, lately commanding the Artillery in South China, has taken up duty at Dover as Colonel in charge of Royal Garrison Artillery Records, in succession to Colonel H. L. Gardiner.

China War Veteran's Death.

Major-General Nowell Swanton, of the Indian Army, has died at Olifton. Born on August 13, 1833, Major-General Swanton entered the army in 1851, and served in the China war in 1860, being mentioned in despatches, and gaining the medal with two clasps. He attained the rank of major-general in 1892, and was placed on the retired list in 1899.

Colonel Seely and Aviation.

A curious fact in connection with Army aviation is revealed in Colonel Seely's memorandum. There are 123 officers attached to the Flying Corps, of whom all but three are certified aeroplane pilots. On the other hand, of 598 men, only eight are similarly qualified. This seems to be an absurd disproportion. The reason is that up to the present the War Office has possessed so few machines for training purposes, and the officers have had first call upon them. From Aldershot, however, it is reported that many more men are to be trained as pilots in the near future.

Charges Against Indian Officers.

Consequent on the inquiries into the military defalcations at Cannanore a fresh charge of alleged bribery and corruption against some Indian officers is impending, states a Madras telegram of April 7. It is said that they had collected money as an illegal gratification from recruits. Lieut. Colonel Dominichetti, Officer Commanding the 83rd Carnatic Infantry, has been relieved by Lieut. Colonel Kirkwood. The trial began before the Court-martial at Cannanore recently of Captain O. St. John, of the 88th Carnatic Infantry, of causing loss to the State of the sum of Rs. 3,250. Accused was undefended, and pleaded not guilty, and Lieut. Colonel Dominichetti and Mr. O'Hara were examined. Lieut. Colonel J. A. Loudon, 73rd OI, produced documents, and the court adjourned to consider its verdict which will be forwarded to headquarters for confirmation. Doubtful Value of Britain's Battle Cruisers.

Several interesting problems of naval armament were discussed at the annual meetings of the Institution of Naval Architects. The Marquis of Bristol, who presided, paid a high tribute to the late Sir William White, and suggested that his services should be commemorated by some permanent memorial of practical utility to the profession. He remarked that the volume of tonnage under construction in this country at the close of 1912 nearly 2,000,000 tons of mercantile vessels alone—easily constituted a record, and that 71.3 per cent. of sea-going steamers of 3,000 tons and upwards had been built in British yards. He added that the demands upon the nation for the maintenance of their naval forces at a standard requisite to meet all possible contingencies seemed to grow in ever-increasing ratio, and there appeared no sign that a halting place had been reached or was even in sight. Mr. Alan H. Burgoyne, M.P., spoke of "a curious spirit of rivalry new entirely to naval history, and seen in quite minor nations, which are building vessels frankly in excess both of their resources and their national needs." He contended that the actual fighting value of the battle cruiser, both in offence and defence, was much below that of the battleship. There was no suggestion that an error had been made in promoting the battle cruiser; a rich nation, he said, could "afford luxuries," and England possessed them in excess in her ten battle cruisers. Lord Brassey, a former president of the Institution, suggested that in future additions to the Navy they might do wisely to add to the number of the ships rather than increase the size of individual ships. Rear-Admiral R. H. Bacon proclaimed himself an adherent of the "all big gun" theory. "We object most strongly," he said, "to the fire of the big guns being interfered with by the use of smaller guns."

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TO LET—"BREEZY VILLA," No. 2, Park Road. 4 roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

NERVES IN DISORDER.

When that distinguished Harley Street physician, Dr. A. T. Schofield, wrote his remarkable book bearing this title, it attracted much attention, for it dealt with a subject of supreme importance.

Everybody knows that nervous disorders are increasing. Lucky are they who do not pay the price of diminished nerve force by suffering from such symptoms as loss of memory, disordered digestion, depression of spirits, constant lassitude and easily induced fatigue.

The suffering induced by these and other symptoms of "nerves in disorder" is very great, and may end in that serious condition known as neurasthenia. Drugs alone will not cure such sufferers. The must be treated by special means in which, as a physician writes in "The Medical Press and Circular," "good food, travel, exercise, pure air, and sea-bathing play a conspicuous part."

The most important of these is food. As Dr. Claude L. Wheeler has written, "Either to keep the nervous system of the healthy individual up to the mark, or to raise it to necessary efficiency when attacked, not only protein (the bodybuilding food) but phosphorus must be forthcoming in ample quantities." "This fact applies with particular force when the bodily resources are weakened from previous attacks of illness and the digestive organs are unable to take up their proper quantity of nutriment from the ordinary meals."

How to Cure Nerves in Disorder. "Obviously, a combination of pure protein with that form of phosphorus which normally exists in the body and nerves would be exactly what is needed in such cases. Reasoning thus, Science has produced the combination demanded. It is known all over the civilised globe as Sanatogen. "The debilitated nervous tissues," he continues, "take up Sanatogen as the parched earth drinks up water. It imposes no strain whatever on the digestive and assimilative powers already weakened from one cause or another."

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TO LET:—A House in Kowloon Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED, Hongkong, 27th Mar., 1913. [258]

A House East, 74 Mount Kelat Road—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD

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whose nervous system has been entirely undermined and I have proved Sanatogen to be most valuable."

The physician to Her Majesty the Queen-Mother of Italy, Dr. E. Persichetti, writes: "I have used Sanatogen in several cases of neurasthenia, and in every case the nervous symptoms were greatly diminished. I am convinced Sanatogen is a valuable food tonic to restore lost strength."

Write to A. Wulff & Co., 6, Kiukiang Road, Shanghai, for a copy of a most interesting booklet, "The Art of Living," by the distinguished medical writer, Dr. Andrew Wilson. It will be sent, free, to all mentioning this paper. Sanatogen can be obtained of all Chemists.

No more striking testimony to Sanatogen's power can be desired than the following from the well-known medical journal, "The General Practitioner":—"The variety of conditions of ill-health in which Sanatogen has proved efficacious is, in itself, an indication of the value of this preparation."



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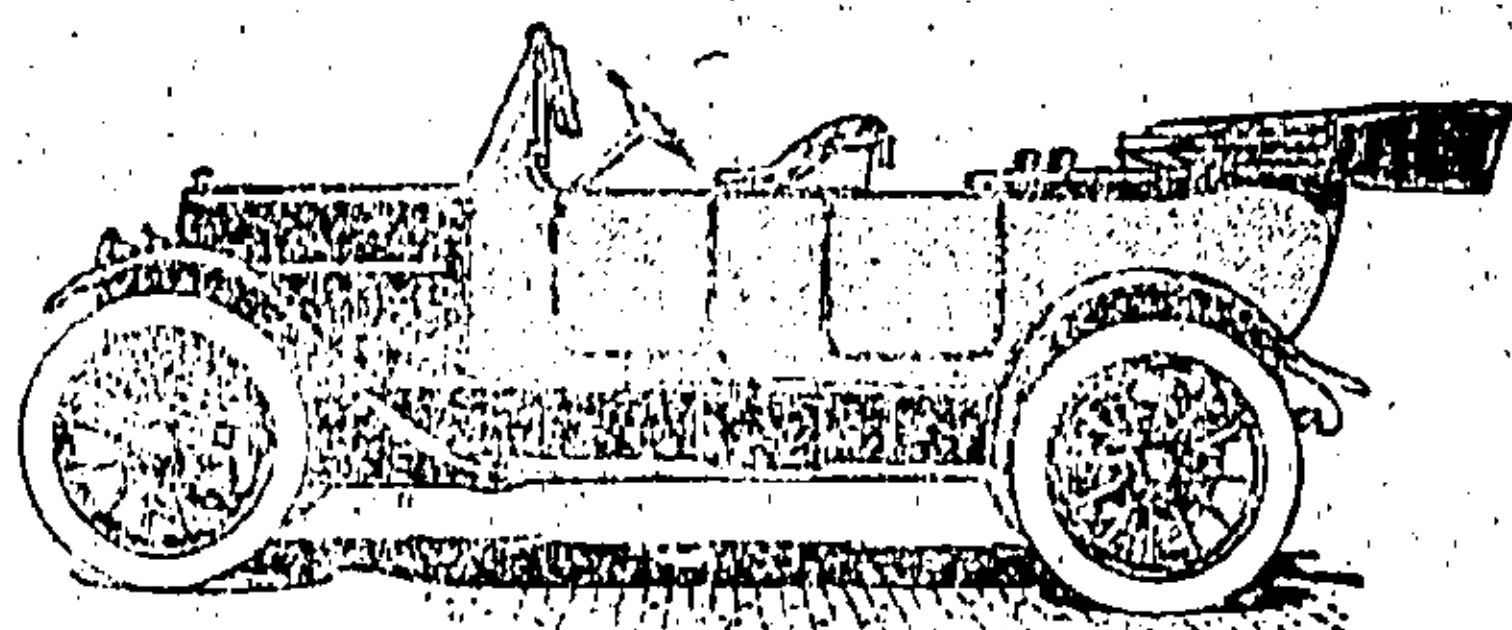
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BOXING.

Public School Championships.

The above annual competitions have been concluded at Aldershot. The entries for the six weights were both large and representative, and a feature of the boxing, most of which proved of excellent quality, was the fact that Clifton turned out four winners.

The following were the results of the finals:—

Heavy weights: C. L. Mackay (Clifton) knocked out V. A. Burbury (St. Paul's).

Middle weights: W. A. Crobbin (St. Paul's) beat K. C. Mothersill (Bedford Grammar) on points.

Welter weights: H. S. Kirkwood (Clifton) beat G. E. A. Anderton (Ryton) on points.

Light weights: C. A. B. Elliott (Clifton) beat D. Wellesley Smith (Dulwich) on points.

Feather weights: H. G. Sheldon (Hailbury) beat G. F. G. Bees (Workshop) on points.

Bantam weights: A. M. MacColl (Clifton) knocked out R. M. Bear (Bedford Grammar).

LATE TELEGRAM.

Dismissed from Office.

Washington, April 16.—Willis Luther Moore, chief of the United States weather bureau, has been summarily dismissed from office by President Wilson. The chief executive gives as his reason the fact that he has evidence showing beyond the possibility of a doubt, that Mr. Moore was engaged in an intrigue to secure the position of secretary of agriculture in the Cabinet. — Manila Times.

The "Soyo Maru" Case.

Judgment in the "Soyo Maru" case was delivered by the Chief Justice on the 11th inst. afternoon the amount awarded to plaintiffs, the Straits Steamship Company, being \$24,000, of which \$2,000 goes to the Captain and \$4,000 to the crew. Costs with the award. The claim it will be remembered was for \$134,000.

CHAMBER OF SHIPPING.

President on Current Topics.

At the annual meeting of the Chamber of Shipping of the United Kingdom in London, Mr. C. W. Gordon was unanimously elected president of the Chamber. In his presidential address he said the last year would stand out as one in which there occurred the greatest shipping disaster ever known. He hoped that any important alterations that were proposed with regard to life-saving appliances would be made the subject of international discussion and arrangements. As to labour unrest, shipowners would have nothing to do with agitators who earned their living by daily efforts to create strife, and they did not want any interference by the Government in wages matters. They had shown and would continue to show a fair and conciliatory spirit to the men, but they would deal with them, and would not be coerced by outside influence. It was satisfactory to note that the Government were alive to the interests of British ship-owners with regard to the Panama Canal.

Boys for the Sea.

He was glad that the shipping Federation, at its last Council meeting, decided that every vessel should carry a certain number of apprentices or boy sailors. That was a matter which the Chamber must deal with themselves. He did not think that any form of subsidy was either necessary or desirable, but he did think it was the duty of the Government to afford boys desirous of becoming sailors a similar form of technical education to that which the Government provided for almost every other industry. It was somewhat remarkable that this country, relying as it did on the mercantile marine for its very existence, had no sort or kind of departmental provision for the education of boys for sea service, even in the elementary form. What the Government should do was to create schools or departments in schools at every port throughout the country, where a boy might be instructed in affairs connected with the sea. — (Hear, hear.)

The prosperity of the shipping trade was due to several causes. In the first place, although it might be said to say so, strikes, by creating a shortage of tonnage, were responsible in a great measure. Then, again, a great change in several of the trades, such as the Argentine wheat trade, had occurred, and, further, the natural growth of the population had necessitated a greater supply. He would not be sufficiently venturesome to predict a long continuance of the present prosperity, but he did not hesitate to say that with the higher cost of working the vessels they must have a higher standard of freight, and he believed that the margin for some time to come would be substantially in favour of the shipowner. — (Cheers.)

Neutral Jurisdiction over Dardanelles and Bosphorus. The meeting considered a number of resolutions brought forward by shipowners' organisations. One regretting the passage by the Commonwealth Parliament of the Australian Navigation Act and urging the Government to take steps to prevent it coming into force was carried on the motion of Mr. Glanville (London), seconded by Mr. W. H. Brown (Liverpool). Mr. George Renwick, on behalf of the North of England Steamship Owners' Association, brought forward a motion in favour of the establishment of a neutral jurisdiction over the Dardanelles and Bosphorus. This was seconded by Mr. D. Radcliffe (Cardiff), and approved. A motion urging the amendment of the Workmen's Compensation Act was carried, as also were others recognising the ability with which the Government had conducted the Panama Canal negotiations, protesting against the new standard of form vision which is to come into force in 1914; and demanding the abolition of the present system of imposing light dues upon shipping.

Government and Shipping. Mr. Sydney Euxton, President of the Board of Trade, was one of the speakers at the annual dinner of the Chamber of Shipping. He said the last year had been one of great responsibilities, so far as any blame could be attached to the Board of Trade for the great disaster to the Titanic he would take it. He looked with interest upon the reports of the Commissioners who were now considering the matter. He took the opportunity of congratulating the shipping trade upon its prosperity. The Board of Trade thought such alterations in seamen's wages as were considered necessary would be better brought about between the two parties concerned than by any outside interference. — (Hear, hear.) There was no wish on the part of the Board of Trade to participate against the wishes of either party.

SERIOUS REVELATIONS.

T. K. K. Losses on Short Coal Weight.

Some serious revelations have been made in San Francisco of how the Toyo Kisen Kaisha has been robbed by dishonest engineers, who have charged for coal never used on the ships. Some particulars of the scandal are revealed by the San Francisco Chronicle of the 22nd ultimo, which says:—

Eager to learn the extent of the overcharging of his company for coal as shown by the Federal Government's examination of the books of the Western Fuel Company, General Manager W. H. Avery, of the Toyo Kisen Kaisha, called on Treasury Agent W. H. Tidwell in the Custom-house, yesterday. As Avery expressed it later, he expected to learn that his company had paid for some coal it had never received, but his "breath was taken away from him" when the Government investigator, in his usual mild way, informed him that the loss by the Japanese company figured in the neighbourhood of \$25,000 for the last six years.

The investigation into the losses of the Government, the Toyo Kisen Kaisha, the Oceanic Steamship Company and other concerns is still under way. No estimates have been asked for by any one, with the exception of Avery, and have not been made.

The examination of the books, however, has gone far enough to show the investigators that the Government is the smallest loser of all. During the past six years the bookkeepers said to show that Uncle Sam has paid about \$13,000 in drawbacks that should not have been paid. According to law, a steamship company is entitled to 40 cents a ton on all imported coal shipped from here in American bottoms. That is called a drawback.

Short Weight Profits.

High officials of the Federal service declared yesterday that it would be proved that the profits of the indicated coal company on short weights would amount up to the amazing figure of \$3,600,000 for the past nine years. Pending the completion of the exhaustive examination now being made of the Western Fuel books, the men in charge declared there was no way of determining what the losses of the steamship companies and others might be. The matter of the local sale of coal had not been gone into at all.

General Manager Avery was given the information that the short weights on the Nipponmaru, Chiyo-maru, America-maru and other liners of the Japanese fleet averaged about 10 per cent. In one instance the Chiyo was supposed to take out 1,340 tons, when, as shown by the books, it only really had 1,200 tons to burn on the long voyage across the Pacific.

Payments to Engineers. During the proceedings of the Federal Grand Jury preceding the returning of true bills against officials and employees of the Western Fuel Company, testimony was given and the entries shown in the books to the investigators of payments of salaries of the engineers on the Japanese liners.

According to report, the enormous losses of the Toyo Kisen Kaisha will be taken as a basis for wholesale changes in the personnel of the company's crews. Dismissals have been hinted at for some time, and, with the developments of yesterday, it is expected the axe will fall. All the engineers on the liners are Japanese.

Figures will soon be compiled, it is said, showing the loss of the Government in coal furnished to the transports and revenue cutters.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. C. L. Lambe	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Frichard	Yangtze
Britonart	Gunboat	710	2	900	Lt.-Com. W. H. Farwell	Yangtze
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Cherub	Water tank and tug	300	—	300	Master H. Smith	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. M. McKenzie, D.S.O.	Hongkong
Fame	Torpedo-boat destroyer	360	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. O. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	285	6	4,000	Lt.-Com. F. G. Brickenden	West River
Janus	Torpedo-boat destroyer	280	6	3,900	Lt.-Com. Boddam Whetham	Hongkong
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt C.S.I.	Hongkong
Kinsh	River gunboat	618	4	1,200	Lt.-Com. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. C. O. Pasco	Hongkong
Minotaur	1st class cruiser	14,800	—	27,000	Capt. G. O. Cayley	Hongkong
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. F. Bartlett	Hongkong
Moore	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Nearne	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Hongkong
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Orbit	Torpedo-boat	385	6	6,300	Lt.-Com. E. T. B. Chambers	Canton
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,650	6	—	Com. R. H. Anstruther C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Guy Steford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cottrill	Yangtze
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Canton
Virgo	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Hongkong
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Hongkong
Whiting	Torpedo-boat destroyer	360	6	5,000	Com. R. Neville	Hongkong
Widgeon	Gunboat	105	2	800	Lt.-Comdr. J. O. Borrett	Upper Yangtze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Shanghai
C. 36,	—	—	—	—	Lt.-Com. Godfrey Herbert	Hongkong
C. 37,	—	—	—	—	Lt.-Com. A. A. L. Fenner	Hongkong
C. 38,	—	—	—	—	Lt.-Com. J. R. A. Codrington	Hongkong
T.B. 035,	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036,	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037,	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038,	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser Franz	Armoured cruiser	4,000	45	8,000	Capt. Hauta	Shanghai
Joseph I.	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Duploix **	Armoured cruiser	9,700	12	19,600	Capt. Gouris	Hongkong
Kleber	Armoured cruiser	645	10	1,000	Lieut. Vandier	Saigon
Decidee	Gunboat	180	6	570	Lieut. Dordet	Canton
Argus	River gunboat	123	7	500	Lieut. de Jervillier	Canton
Vigilante	Gunboat	130	—	—	Lieut. Collin	Tongku
Penho	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-kin
Donard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-kin
** Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Boluix	Saigon
Protee	Submarine	—	—	—	—	Saigon
Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronda	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	—	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com. Voisin	Saigon
* Flagship of Commodore Boucaut, Commanding the local defence Indo China.						
German.						
Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Swatow
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Brunninghaus	Tsingtau
Ilia	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Vanselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firls	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90.	Torpedo-boat	400	8	6,500	Capt. Lt. Berrenberg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obit. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Booker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. Frhr. Speth v. Schulzburg	Canton
Vaterland	River gunboat	223	4	500	Obit. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2,145	—	—	Com. Sommi Picenardi	Shanghai
Portuguese.						
Adamastor	Cruiser	1,757	—	—	Capt. Anibal de S. Dias	Macao
Mucos	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Jose de Carvalho Orato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A-2	Submarine	—	—	—	Ensign J. McC. Murray	Cavite
A-4	"	—	—	—	Lieut. E. D. McWhorter	"
A-6	"	—	—	—	Ensign J. C. Van de Carr	"
A-7	"	—	—	—	Ensign C. M. Yates	"
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Ensign H. M. Jones	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. R. Hill	"
Callao	Gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lieut. E. J. Fletcher	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. S. S. Robinson	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lieut. C. A. Woodruff	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lieut. B. H. Green	"
Elcano	Gunboat	620	4	800	Lt. Com. V. S. Gannon	Shanghai
Elcano	Gunboat	1,392	8	1,988	Com. G. R. McVell	Shanghai
Elcano	Station ship	1,900	6	1,100	Lieut. R. V. Lowe	Cavite
Monadnock	Monitor	3,090	6	3,000	Lieut. E. P. Swarz	Olongapo
Monterey	Monitor	4,084	4	5,277	Com. J. V. Chase	"
Pampanga	Gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Piscataqua	Sea going tug	854	2	1,000	Lieut. S. W. Wallace	Canton
Pompey	Repair ship	3,085	—	—	Lieut. W. O. Wallace	Cavite
Queros	Gunboat	350	2	208	Lieut. J. J. Hannigan	Shanghai
Rainbow	Cruiser	4,360	14	1,800	Lt. Com. D. W. Wurtzbaugh	Swatow
Samar	Gunboat	243	8	250	Lieut. G. O. Dighan	Shanghai
Saratoga	Cruiser	8,115	14	17,401	Commander H. A. Wiley	Swatow
Villalobos	Gunboat	370	9	208	Lieut. E. Durr	Shanghai
Wilmington	Gunboat	1,392	8	1,894	Commander J. F. Hubbard	Hongkong
Wompatuck	Tug	482	—	650	Chief B'wain. P. E. Radcliffe	Olongapo
** U. S. Saratoga Flagship Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, temporarily						Sing

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, APRIL 23, 1913.

ST. GEORGE'S DAY.

The day especially noted in the Calendar as that dedicated to St. George is the twenty-third of April, but it is probable that only a tiny minority of Englishmen in Hongkong bear the fact in mind, even though, for many centuries, this Saint was everywhere regarded as the Patron of England. Historians point out that Englishmen have become somewhat mixed as to his identity; that they confuse him with Michael the Archangel; that, in reality, he was a Cappadocian, or something of the sort, whose name was not George at all, and that he knew no more about England than St. Andrew knew about the Kyles of Bute. But, so far as we can see, all this is "neither here nor there." For hundreds of years men in England believed staunchly that their country was under the protection of a certain Saint—whatever his name, time or nationality—and we of this century are free to own that Englishmen were far from being the worse or the weaker for entertaining such belief. Indeed there are, at this present moment, many millions of English-speaking people who are convinced that their forebears were better and stronger men than they of this generation by virtue of that very belief; that the shaking off of the old, childlike faith which marked the youthful days of our great nation, was but the introduction of the thin end of the wedge of that materialism and cynicism which threaten to be the brand marks of future ages.

If many of our readers are unwilling to own this much, they will at least admit that there is strength in a recognised watchword; in any accepted cry which will bind men's hearts together and give them one-ness of mind in their common hour of need. To Irishmen, St. Patrick is not merely a name; he is a force; a bond of union; and, all over the civilised world—save, of course, in Hongkong—societies bearing his name are doing charitable work and are serving to break down the barriers of coldness or enmity that might otherwise exist between men of the same race. In a sense the same is true of St. Andrew and Scotsmen; this is evidenced; here in this Colony, by the good work done by the Society that bears his name. At Home, within the last few years—probably as one of the many results of the Oxford Movement—St. George's Day is winning back some of its pre-Elizabethan popularity, and there seems every sign that the cry of "St. George for Merrie England" may yet come to its own again.

It was significant that Englishmen should single out for their devotion a Saint of whom history or myth had made a fighting man; and the very fact that they did so is an indestructible rebuff to those who, to-day, are going about telling us that war is "wrong"; that men should not fight. The life story, not of England only but of the world, is full of the linking of religion with fighting. The Old Testament teems with instances of this strange connection; so does the medieval history of England; and, even in the dour days of Cromwell, the godliest Englishmen were often the most uncompromising warriors. We are not necessarily defending this position; we are merely stating it as a fact of general interest. But if we do not offer any positive defence, we are not going to own that, in the present condition of human society, we would willingly see matters otherwise. By nature, John Bull is religious; by nature he is bellicose; and there is every room to fear that the day he abandons the one quality he will also throw overboard the other.

Street-Cleaning Nuisance.

We are beginning to wonder what conditions, if any, are imposed in the case of the contract for scavenging Hongkong's thoroughfares. On many occasions we have commented on this matter, and we are impelled to return to it once again because of what has been taking place in the very heart of the city within the past few days. Two days ago (it was a hot, dusty day) coolies could be seen sweeping Queen's Road in the vicinity of Beaconsfield Arcade, and sending up clouds of dust which absolutely enveloped passers-by, whether in ricksha or on foot. No water whatever was used. The same thing occurred yesterday, about mid-day, in Ice House Street.

"Quite in Order."

Apart from the danger likely to be caused by charging the air with clouds of germ-laden dust, there is the inconvenience to which the public is subjected by this sort of thing. Certainly the streets have to be kept clean, but is it too much to require a sprinkling of the thoroughfares before the coolies come along with their brooms to do the work? May be there is a condition of this sort imposed in the contract. If so, we can only say that it is honoured more in the breach than in the observance. It would appear to be quite in order in Hongkong to sweep the streets at any hour of the day. Are the streets of London cleaned or swept at any hour suitable to the contractor?

Newspapers Blunders.

A London newspaper managed to score something of a record over the boat race. It brought out the result with surprising swiftness, but unhappily it got the result wrong. "Cambridge won," it said, whereas Cambridge did nothing of the kind. How easy it is to make slips of this kind in the rush of going to press every pressman knows, and the wonder is that they do not occur more frequently. One remembers the story of how, in Fleet Street itself, the machines were set running at a great pace one day, a quarter of a century ago, because a sub-editor found on the tape machines the words "Queen Victoria died at Windsor Castle this morning." Fortunately for him he discovered before the papers got on the streets that the first part of the message "Coachman to" Queen Victoria, had been torn off. That sort of thing is always possible, and there was more than mere fun in J. M. Barrie's story of the sub-editor who received the tape message "Boers take umbrage," and transformed it into the heading "Capture of Umbrage by the Boers."

A Talking Dog.

In another column we print a story—hailing from America—of a dog that can talk. This educated beast, an eighteen-months' old collie, can say five words: "Oh," "No," "Now," "Papa" and "Out," and his owner seems to entertain hopes that "this list can be extended indefinitely by patient teaching." Not only have we our doubts as to the fulfilment of these sanguine hopes, but we would like to see the dog that didn't say all the five words attributed to this particular animal. The single bark of any dog can be construed as each or all of them, except "Papa" and, for that, a syllabic bark—a common or garden "bow wow"—would serve quite well to satisfy the requirements of really imaginative minds.

MISSING NECKLACE.

Reported Theft on P. and O. Steamer.

A theft, of a rather peculiar nature, is stated to have taken place on the P. and O. steamer China which arrived to-day.

A lady passenger, travelling first class, has reported to the Police the loss of a valuable pearl necklace.

It is stated that she dropped the ornament on the deck and, when she went to pick it up, it had mysteriously disappeared.

Baron Mohoto.

Baron Motono, Japanese Ambassador at St. Petersburg, has left the Russian capital, according to a wire of 18th inst. He is, it is stated, to fill a very high position at Tokyo.

DAY BY DAY.

There is healing in the bitter cup.

The Mails.
English Mail.—Arrived per s.s. China this morning.
Siberian Mail.—Closes per s.s. China at 9 a.m. to-morrow.

Cutting Pine Branches.
At the Police Court, this morning before Mr. C. D. Melbourne, a Chinese was fined \$3 for cutting pine branches at Hung Hom. Mr. Green prosecuted.

Case of Plague.
One case of plague was reported in the Colony during the twenty-four hours ended at noon to-day. It took place in Victoria Street and ended fatally.

For Consignees.
Consignees of cargo by the s.s. Nameless are reminded that all cargo remaining on board after to-morrow will be landed at consignees' risk and expense.

Cutting Government Trees.
A man was fined \$2 and a boy ordered to be bired, by Mr. C. D. Melbourne, at the Police Court, this morning, for unlawfully cutting Government trees.

Bound Over.
Three Chinese, two men and a woman, from the neighbourhood of Shanikwan, were bound over at the Police Court this morning, when they were charged with assault.

Departed.
Mr. E. J. Van Delden, acting Manager of the Netherlands India Commercial Bank in Hongkong, left by the Yokohama Maru yesterday, being accompanied by Mr. Van Delden.

Alleged False Pretences.
A man charged with obtaining a Long coat and \$4 from a boy by means of false pretences, was remanded in Police custody, by Mr. C. D. Melbourne, at the Police Court this morning.

Inspector McHardy's Illness.
We have been informed that Police Inspector Mr. Hardy, who has not been feeling well of late, has gone into the Government Civil Hospital. His many friends will wish him a speedy recovery.

Slight Fire Outbreak.
A slight outbreak of fire occurred at a house in Hunghom, yesterday, but it was put out by the inmates and the police before much damage was done. A lamp upset and set fire to a mosquito curtain.

ANOTHER PIRACY.

Reported Outrage in British Waters.

Cheung San Fu, the master of the licensed fishing junk 722 H.O., has reported a piracy in British waters.

He has informed the police that about eleven o'clock on the night of the 20th inst., whilst lying on anchor in Temple Bay, Shan Chan Island, another junk of about 500 piculs capacity, containing seven men drew alongside his boat. Four of the men jumped on board his boat and he saw they were all armed with revolvers.

One of the four pirates struck the boat owner over the head with the butt of a revolver, and he fell into the water. He retained sufficient consciousness, however, to be able to swim ashore, fifty feet away. Whilst the women and children on the boat were covered with revolvers by some of the pirates, the others ransacked the boat and took away jewellery and clothing to the value of \$82.

The pirates then boarded another boat and stole \$18 worth of money and clothing. The unfortunate owner of the first boat, reports that he could not tell where the pirates made for afterwards. He says the junk was numbered, but he could not see the figures as it was too dark. The junk, he also asserts, was like a salt smuggler's junk.

Chinese Immigrants to Singapore.
During March 34,073 Chinese immigrants arrived at Singapore compared with 22,752 in March, 1912. The total number of immigrants arriving this year so far has been 66,148.

Commander d'Ollone.
Commander d'Ollone, whose exploration work in China is well-known, and who left France early in March to serve in Morocco, was rather seriously wounded in the fight at El-Hajeb.

MERRIE ENGLAND.

"Saint George for Merrie England!" Once a year our calendar reminds us that it is again Saint George's Day and those Englishmen that think about the matter at all experience a guilty sense of something lacking in the methods of celebrating their patron. They hesitate to pluck a rose as they hurry to their work and excuse or even pride themselves that it is their stolidity, their dislike of fuss and ostentation, that makes them so reluctant to display their patriotism.

Let the subject nations of the Celtic fringe solemnize their several festivals with carouse and dancing; the proud Englishman is indifferent to such maffickings. But let us Englishmen ask ourselves: Is this the honest truth? It is a startling fact that Britons don't like to be Englishmen. If they can help it. Anyone who has a Scotch mother, who happens to have his birth place in Wales, or who owns property in Ireland, will in all probability not call himself English. English is too large and heterogeneous to be clannish. She ought really to have a number of patron saints: One for Yorkshiremen, another for men of Kent, another for Cornishmen, and so on. The very mention of such names shows the impossibility of St. George's task, for it were as reasonable to bring Scotch and Irish under one banner, as Yorkshiremen and Cornishmen. Hence any Englishman who wants to be clannish (and man is a gregarious animal) must affiliate himself to one of the smaller nationalities.

And can we speak any longer of "merrie" England? The poets foster the idea that "Merrie England" signifies the England of the maypole and the morris-dance, Dickensian joviality and junketings on the village green. Ever since Dickens' day the word "merrie" has changed its signification and now has a bibulous savour it did not then possess. Thus we say "you wouldn't call him drunk," but he was distinctly "merrie" and "merrie and bright" has become a tippler's toast. In any other sense the word seems old fashioned, suggesting the stuffy conviviality of some pious family function with maiden aunts in attendance. But "merrie" England simply means "pleasant" England and we have to ask ourselves: Can we still consider England a pleasant land? Of course there remain many pleasant places in England, as there must be in all countries of any size, and indeed there are yet a few unsullied English beauty spots which probably cannot be beaten anywhere. But, taken as a whole, with the spread of its dreary manufacturing areas, the reeking elms of its great cities, its seely unemployed, its road-hog motorists and its screaming sisterhood, England does not seem an ideal place to choose for a holiday—it is not altogether "pleasant." The feeling of a foot returning to his "banks and braes" or Princes Street; an Irishman to his green isle and "dear, dirty Dublin" or a Welshman to the "home of his fathers" have no exact counterpart for an Englishman. London, of course, is unique and may perhaps be considered "pleasant"—for a short time. But if we speak of "merrie" London, it brings to the imagination the restless gaiety of the restaurant and the theatre, the gin-palace and the cinema show. London cannot be described as altogether "pleasant."

But what matter if England is not so "merrie" as she was. If modern travel facilities enable the jaded Englishman to overlook the claims of his own land and seek recreation in the Highlands, or Switzerland, or Norway; who shall complain? The Englishman abroad can still anticipate with pleasure the day when he will again take a taxi at Waterloo or Charing Cross to bear him on his way to a place which will greet him with scenes of friendly, half forgotten detail, recalling the days when the very hedge-rows helped to mould him into an active representative of that great country which has made the business of Empire her own. "England, with all thy faults, I love thee still," and to-day, even though I cannot wax enthusiastic about your patron saint and though I harbour grave doubts about your being "merrie,"

something kindles my heart—a fancy from the very web of Empire's story, framed in Burgundian fields of long ago. I see tall spears of cold dawn, the clash of steel on steel, sturdy yeomen and lusty archers, the flutterings of brave pennons over knightly plumes, and over, as our battle wavers, comes the deep-throated rallying cry: "England! Saint George!"

PATALING RUBBER.

Tenth Annual Meeting.

The tenth annual general meeting of the Pataling Rubber Estates Syndicate, Ltd., was held last month at the London Chamber of Commerce, Mr. James Lloyd Anstruther (Chairman of the Company) presiding.

The Chairman said: Turning to the trading and profit and loss account, we have on the credit side the sum of £95,656 14s 10d, which represents the gross proceeds of the crop sold for the year, including a small balance on hand at valuation. The balance on hand of the previous year's crop considerably exceeded the valuation, so we have credited the amount separately in the report in the second item £787 11s 7d. On the debit side, under estate expenditure, £21,261 18s, besides the items mentioned, the export tax, amounting to £2,300, or 1.23d per lb, is included. In the balance sheet reserve account stands at £21,000, which includes a premium on share account of £7,500. We are recommending an addition of £3,500, the same as last year, to this account, which will bring it up to £24,500. This represents £17,000 appropriated from profits past and present for capital expenditure on the estate, which, during the year under review, amounted to £3,966 12s 10d. Sundry creditors, £6,121 13s 3d, many appear high, but it includes the amount due for income tax, which, on the average of our dividends, represents a good sum. On the assets side of the balance-sheet, the development expenditure for the year, £1,292 16s 11d, includes the opening of 181 acres mentioned in the report. Under buildings, machinery and furniture a liberal amount has been allowed for depreciation. Sundry debtors, £633 14s 3d, are certified as good and recoverable.

It is most satisfactory to note that a reduction of 2.73d has been effected in the total cost of production upon the figures of last year, which, on our crop of 429,547 lbs, means a saving of nearly £5,000. (Applause.) Mr. F. G. Harvey places the estimate for the current year at 470,000 lbs, as mentioned in the report, and for the first two months, January and February, 73,259 lbs have been secured. Forward contracts have been made for 60 tons first latex at an average price of 4s. 6.60d per lb. The average yield of rubber per acre was 338 lbs, and during the wintering months from January to June some of the older fields were rested. The 181 acres mentioned under development have been planted 17 ft by 17 ft, and when the balance of 75 acres is planted it will complete the available land which we at present possess. The usual resolutions were passed.

THE S.S. HUE.

Passengers Transferred to the American.

We stated on Monday that the s.s. Hue had stranded near the entrance to Kwong Chau Wan, half way between here and Hainan, and that the Hanoi, together with the salvage tug David Gillies had gone to her relief.

We learn to-day from the manager of Messrs. Mart's Hongkong branch that the Portuguese steamer American sighted the Hue soon after the accident and took all her passengers and mail on board.

The Hanoi discovered this and turned back, so that no further news as to the Hue's condition is at present to hand. Her passengers and mail are being brought here by the American via Macao.

SCHOOL SPORTS.

Hongkong Scholars Compete at Happy Valley.

The annual athletic sports of the Hongkong schools, postponed from April 17, took place at Happy Valley to-day. Competitors were entered from each of the following establishments:

Queen's College, Diocesan School, Saiyungpun School, Want-sai School, Yaumati School, St. Joseph's College, Belilios Public School, St. Stephen's College, St. Paul's College, Ellis Kadoorie School, Victoria British School, Anglo-Indian School, and the Garrison School.

The sports were held under the patronage of H.E. the Governor and of the following gentlemen:—H.E. Major General C. A. Anderson, C.B., The Right Rev. Bishop Lander, The Right Rev. Bishop Pozzoni, Sir Charles Eliot, K.C.M.G., The Ven. Archbishop Barnett, The Hon. Sir C. P. Charter, C.M.G., Commodore R. H. Anstruther, C.M.G., E. A. Irving Esq., The Hon. Sir Kai Ho Kai, C.M.G., Lieut.-Colonel Chapman, V.D., N. H. N. Mody, Esq., J. J. Leira Esq., Consul for Portugal, T. K. Dealy, Esq.

The officials were as follow. Clerks of the course:—Messrs. A. F. Mills, F. A. Britton, F. J. de Rome, A. R. Cavalier, G. A. Hewitt, J. P. Jones.

Starters:—Rev. Bro. Alphonsus, Rev. W. W. Rogers, Messrs. H. Sykes, R. W. Barney, H. Maxwell, and R. C. Barlow.

Judges:—Rev. A. D. Stewart, Rev. Bro. Cornelius, A. Hamilton, H. A. Cox, A. O. Brown, G. A. Hancock, A. Morris, A. Vivesash, N. Macintyre, B. James, G. Perkins, E. J. Edwards.

Handicappers:—Messrs. H. Sykes, and R. C. Barlow.

Official Time Keepers:—Messrs. A. W. Grant and W. Curwen.

Stewards:—Rev. Bro. Christian, Rev. N. Pope, Rev. A. D. Stewart, the Hon. Mr. Wei Yuk, Messrs. G. Piercy, W. D. Braidwood, Ng Hon Tsz, Ellis Kadoorie, Ho Kom Tong, Lau Chu Pak, Li Ping, Ho Tung, T. F. Hough, F. B. L. Bowley. General Committee:—Rev. A. D. Stewart, Rev. Bro. Alphonsus, Rev. W. W. Rogers, Rev. Bro. Cornelius, Messrs. W. H. Vivesash, J. Smith, B. James, A. Vivesash, H. Sykes, F. V. Britton, R. C. Barlow, N. Macintyre, A. Morris, G. Perkins, W. Curwen, F. J. de Rome, A. O. Brown, G. Hancock, H. Maxwell, A. Hamilton, A. F. Mills, E. J. Edwards, R. W. Barney, H. A. Cox, J. P. Jones, A. R. Cavalier, G. A. Hewitt, E. Ralphs.

There was a large turnout of spectators.

The turf was in good condition for running and the systematic way in which the officials dealt with the events increased the pleasure of competitors and spectators alike. The band of the 8th Rajputs was in attendance and played appropriate selections during the afternoon.

The following is a list of the results:—

Long Jump (Senior Championship):—1, W. Soo; 2, Ho Wing Lee; 3, Hamid Johnson. Distance 17 ft. 1 1/2 in.

100 Yards Flat Race (Junior Championship):—1, J. Jalip; 2, Henry Chiu; 3, Li Tsung-yau. Time 14 sec.

100 Yards Flat Race (Senior Championship):—1, Lau Kwai-chau; 2, Chan Man-woon; 3, A. Goldenberg.

120 Yards Flat Race (Handicap, Boys under 10):—1, A. Mahomet, s.c.; 2, Omar Ismail; 3, A. A. Ramjahn.

440 Yards Flat Race (Handicap, Chinese Boys under 10):—1, J. Wong; 2, Leung Wing-tat; 3, Lee Hon Chee; 4, Chan Kau Wing.

High Jump (Junior Championship):—1, F. Silva; 2, Wong Yat-ang; 3, Lay.

300 Yards Flat Race (Senior Championship):—1, A. J. Kew; 2, A. Goldenberg; 3, J. M. Raga.

One Mile Bicycle Race (Handicap, boys under 19):—1, F. Banje sor; 2, Chan U-kat; 3, Raul Silva.

Half Mile Flat Race (Civil Service Challenge Cup—to be won three times in succession, boys under 19):—1, Chan Man-woon; 2, Y. Hachuma; 3, Chan Hing-wa.

100 Yards Flat Race (Handicap, for girls 10 years of age and over):—1, Lydia Stanham (3 yds.); 2, Mabel Muro (3 yds.).

A QUESTION OF LAW.

Court Sequel to the Big Fire of Last Year.

This morning in the Original Court, before the Chief Justice, Sir W. Rees Davies, K.C., and a special jury, the action was commenced in which Chan Kau, a trader of 142 Hollywood Road, is suing Chan Woon Cheung and Chan Woon Man, of No. 47 Hanley St. The action is to recover the sum of \$5000, as damages, for that the defendants, their servants and agents, in or about the months of June or July 1912, so negligently and unskillfully carried out certain building operations, to wit the building of a party wall, between the houses No. 19 and 21 Lower Lasar Row, and incidentally there to shoring the front and rear walls of No. 19 Lower Lasar Row, the property of the plaintiff, as to bring about the fracture and settling of such front and rear walls of the said house, to the plaintiff's loss in the sum claimed.

Mr. M. W. Slade, K.C., instructed by Mr. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff and Mr. F. C. Jenkin, instructed by Mr. Reader Harris, of Messrs. Wilkinson and Griest, for the defence.

The jury was empanelled as follows:—Messrs. F. Maitland, J. T. Douglas, H. P. White, M. Beattie, Ho Kam Tong, D. Has-kell and F. C. Willford.

Mr. Slade, in opening, said there was also a counter claim but his friend and he had agreed that it was purely a question of law—the defendants either got all, or nothing—and it was arranged to leave the question until after the jury had returned a verdict.

After the Fire.

After reading the pleadings, Mr. Slade said that the plaintiff was the owner of No. 19, Lower Lasar Row, the adjoining houses were Nos. 17 and 21. These houses and certain others in the neighbourhood were all gutted by a fire, which took place on February 12 of last year. The whole interiors of these houses were burnt out, the roofs fell in, and they were left standing as mere shells. The day after the fire, the Building Authority, under the powers they had by reason of the Public Health and Buildings Ordinance, served notices on the various owners, with regard to what they had to do as to the damage done to their houses. The notices called upon the owners to take down the party-wall between 19 and 21 and the dangerous portions of the front and rear walls. The defendant was ordered to take down the party wall and all dangerous parts of his front and rear walls, but the plaintiff was given no notice at all with regard to the front wall. The plaintiff's building was insured with the Yon On Insurance Co., and immediately after the fire, Mr. Bird on behalf of the company, inspected the premises.

Inspected the Premises.

He made a thorough inspection of the premises with a view to seeing what repairs were necessary, whether they would have to be pulled down entirely or whether it could be reinstated as an old house. He came to the conclusion that the front wall was quite sound and would bear a new roof with the exception of the top storey which would require rebuilding. The back wall was quite safe and could stand as a portion of the reinstated building. Plans were prepared for doing this, but meanwhile the defendant had taken matters into his own hands with regard to the party wall between the defendant's and the plaintiff's houses and, on February 14, he served a notice on the plaintiff under the Public Health and Buildings Ordinance stating his intention of pulling down the wall. He had taken charge of the work and the plaintiff was not in a position to interfere, because, when there is a party wall between two houses, whoever gives notice of his intention to do the work has the right to do and to recover half the cost from his neighbour. After the plaintiff had received the notice from the defendant he was no longer in a position to comply with the Building Authority's notice. However when a man started that kind of

work under the Building Ordinance he incurred special obligations and among them was one that he was bound to take all proper precautions to prevent damage to his neighbour's property.

A New House.

Correspondence ensued between the architects of the two parties with regard to the party wall which was to be built. The plaintiff required a larger party wall than did the defendant, because the former was in the happy position of being able to reinstate his house as an old house while the defendant was not so fortunate in that he had to pull down so much of his building that he was not allowed to reinstate but had to build a new house. That meant he had to build a new house and comply with the modern sanitary regulations and he would have to build it one storey lower. The rebuilding meant the cutting away of a whole storey. The plaintiff set to work and got out the plans for his house and they were passed by the Public Works Department. The department were then of the opinion that the front and back walls were sound and in a fit state to continue existence as a part of the reinstated building.

Then the defendant started to pull down the party wall, and apparently simultaneously his own front wall, leaving the plaintiff's front wall unsupported in any way by the adjoining building. The obligation to provide proper shoring to support that wall was upon the defendant, and, on June 10, there was a letter from Mr. Bird to the defendant's architect asking for additional shoring to be put up. Describing the construction of the front wall Mr. Slade said that a great portion of the weight of the wall was supported by a stone jambe and the defendant took this away and while he shored the wall up sufficiently to prevent it falling, it was not sufficient to prevent it crumbling. The defendant also erected a blue brick pier with lime mortar but this was not wedged tight and yielded somewhat before the pressure of the wall.

It was as a consequence of this that the damage claimed for was alleged to have been caused.

Mr. Bird, in examination by Mr. Slade, said that neither during, nor after the building, would he have removed the stone jambe. There would have been no difficulty over the party wall being thicker than before: it would merely overlap the stone jambe by two inches on either side. The pier spoken of would have been built in cement mortar. He had done similarly in another case and had preserved an old front wall intact. Supposing the jambe had been damaged, and unable to carry the weight, he would have built a brick pier in cement close to the jambe and wedged it up tight, also bricking up a window in the basement. Half the window was bricked in lime mortar, but he would have done it in cement mortar.

On visiting the premises on July 13, he found that the stone jambe had been removed, a portion of the arch in the top floor had either been removed or fallen down, there were cracks over all the windows and a portion of the wall had come away. Two China fir poles had been placed in lieu of the stone jambe. A model produced in court showed approximately the condition of the building on the date of his visit. When he saw the back wall on July 13 it certainly could not be used as a part of the house. The damage was caused by the abutment formed by the back wall of No. 21 being removed, and the lack of sufficient shoring. The back wall of No. 19 had been left unsupported by any other wall at the western end. The shores used for that wall were very long, of insufficient diameter, and likely to bend.

On July 31, the Building Authority ordered the back wall to be taken down, and the front and back wall being condemned, the plaintiff had to build a new house. There was a loss of floor area amounting to about 10 per cent., and also there would be, in consequence, a loss in the rental. The plaintiff had lost the top storey, of his house, and the total loss in rents per annum was \$339.54 on the old

LOCAL SPORT.

BILLIARDS.

Soldiers' Club Tournament. Excellent form is being shown by the Hongkong Volunteers in the semi-final in the Soldiers' Club Billiards Tournament, as a result of which the Volunteers are leading by the comfortable margin of 243 points at the conclusion of half the number of games to be played. Mr. Hamilton of the Volunteers made a good show against Gunner Goodwin last night and reached the two hundred mark in fine style, one of his efforts being a 31. Gunner Goodwin, who managed to put up 111, while his opponent was reaching the full total, had a break of 13. Though Mr. Bullock did not beat his man by such a large margin of points as did Mr. Hamilton, he yet secured a very good lead over Tyrell and eventually won by 37. His best break was 14 and that of Tyrell 13.

The full scores to date are as follow:—

83rd R. G. A.	
Gunner Bonnett	...129
Gunner Campbell	...154
Gunner Goodwin	...111
Gunner Tyrell	...163
	557
H.K. Volunteers.	
Mr. Wolf...	...200
Mr. Bishop	...200
Mr. Hamilton	...200
Mr. Bullock	...200
	800

LAW TENNIS.

H.K.C.C. Tournament.

There were some interesting ties played off last night in the above tournament.

In the third round of the "A" Class Singles, H. A. Nisbet and M. R. Harris met, and the result was an easy victory for Harris, the scores being 6-2, 6-2. Nisbet's handicap of one 30/2 was too heavy for him to be able to get a grip of the match, especially as his opponent was receiving 15/3 in addition.

There was a sharp tussle in the match in which Joseland and Penman secured entry into the third round of the Doubles Handicap by defeating Woodcock and Bouch. The winners were owing 15 and the losers receiving 15/3, a handicap which erred on the side of leniency. The first set went to the losing pair by 6-2, and the others to their opponents at 6-4 and 7-5. Some good rallies were seen, though the losers were always on the defensive and went in for far too much lobbing. It will be noted that the game scores were 15 all. In the same competition Capt. Crawford and Capt. James (ows 15) beat H. P. Thursfield and W. N. Lowe (rec. 4/6) by 6-1, 6-0. The winners are a strong pair.

To-night's Ties.

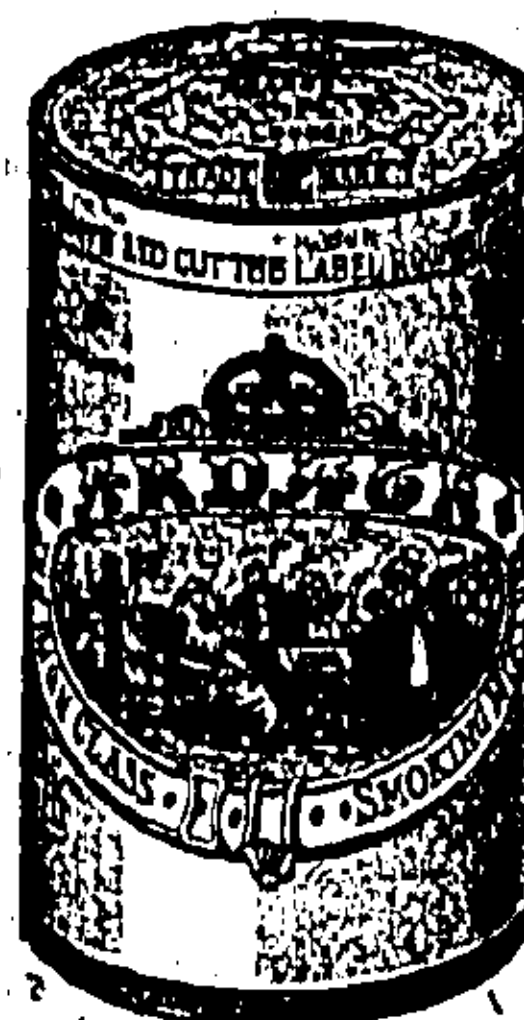
In the third round of the Professional Pairs, Hon. Mr. J. A. S. Backnill J.K.C. and Hon. Mr. E. R. Hallifax walked over from Capt. Atkins and Capt. Walker. The ties down for decision to-night are:—
Doubles Handicap.—Second round: Capt. Tracey and H. R. Phelps v. C. E. H. Davis and R. D. Stewart.
"A" Class Singles.—Second round: Capt. Crawford and A. C. E. Elborough. Third round: Capt. James and Dr. Aubrey.
"B" Class Singles.—Semi-final: D. E. Clark and J. MacPherson.

V.M.C.A. Billiards.

In the competition for the Drollette Cup for Billiards in progress at the Y. M. C. A. Mr. L. Le Breton 200 has won two games. On Monday evening he beat Mr. D. A. McLeod + 20 by 10, in 250 up, and last night, Mr. C. A. B. Russ + 50 by a similar margin.

INTERPORT RIFLE SHOOT. Hongkong is to make a bold bid for the interport rifle championship this year, and every possible effort will be made to secure the strongest team which the Colony can put together. The competitors,—Hongkong, Shanghai, Singapore and Penang,—agreed to shoot off sometime between April 15 and May 31. So far none of the teams have shot.

The first practice match in Hong Kong is to take place at King's Park range on Saturday, and for this an invitation is extended to



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all riflemen in the Colony who may care to do so to present themselves. The shooting will be from the 200, 500 and 800 yards ranges, and six targets will be provided. From the men who put in an appearance at the practice shoots a selection of the best twenty will be made, and then, later, the number will be reduced to ten, which represents the strength of the team proper. It is hoped that as many riflemen as possible will be at the ranges on Saturday.

HONGKONG VOLUNTEERS.

Corps Orders issued by Captain C. V. S. Skrimshire state:—

Blake Shield Competition:—The following is the result of the above Competition:—1st Howitzer Section, 615 Points; 2nd 10 pr Section, 604 Points; 3rd Scouts Company, 493 Points; 4th Engineer Company, 490 Points; Gr. Green of the Howitzer Section won the Corps Championship with a score of 86.

Lugard Cup Competition:—With reference to Corps Orders of the April 5, the Competition will be held at Kowloon City on Saturday next the 26th instant, and not as therein ordered. Dress:—Khaki arid putties, helmet and rifle. Launch will leave Statue Wharf at 1.30 p.m. Conditions of Competition:—Open to all members of the Corps, 5 shots at 3 unknown ranges. Only corps rifles allowed to be used. Results will be notified at conclusion of firing. Entries in writing to be sent the Staff Officer by 12 noon on Friday 25th instant. The undermentioned members are granted leave:—Lieut. R. O. Hutchison, Sergt. W. Stewart, Private P. F. Benton, Private T. J. Fisher, Gunner R. K. Miller.

The undermentioned members having joined the Corps are allotted Corps Nos. and posted as follows:—

Pte. A. H. Gifford to Right Section, Pte. W. N. Lowe to Scouts Company, Pte. R. G. Munro to Scouts Company, Gunner W. S. Burleigh to 10 pr Section. Pte. I. E. Chunnatt, Sapper J. F. Reid and Pte. W. A. T. Bullock are permitted to resign.

Consular Change at Urga.

M. Mueller, the Russian Consul-General at Tabriz, is starting forthwith for Urga, where he is to be appointed Consul-General after the raising of the Consulate to a Consulate-General has been approved by the Legislature.

PASSENGERS ARRIVED.

Per s.s. Shinyo Maru, arrived 22nd inst., from San Francisco, &c.:—
Atenza, Miss C. Lim Ten-chen Almon, Mrs. E. Leal, E. McKillop, Miss M. Millard, J. J. Movellan, Ant. Macdougall, Mrs. E. Buckner, Dr. and Mrs. R. C. Mills, Dr. R. H. Buckner, H. F. Barretto, A. M. Band, A. Morgan, Mrs. M. Q. Munroe, J. C.

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"GLEN TURRAT" Capt. R. Webster, will be shipped for the above ports on 5th June, 1913. For Freight or Passage, apply to SHEWAN TOMES & CO., Agents, Hong Kong, 23rd April, 1913. [327]

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having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 24th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

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"EMPERESS LINE."

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"E. of Japan" ...	April 26	"E. of Ireland" ...	May 23
"E. of Russia" ...	May 21	"E. of Britain" ...	June 13
"E. of India" ...	June 7	"E. of Ireland" ...	July 4

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S.S. SENOIOVA ... 8th May	S.S. SAXONIA ... 24th May
S.S. FURST BULOW ... 19th May	S.S. PREUSSEN ... 24th June

HOMEWARD.

For Havre, Hamburg & Antwerp:	For Havre & Hamburg:
S.S. SENEAMBIA ... 26th April.	S.S. ARABIA ... 27th May.
For Havre, Bremen & Hamburg:	For Hamburg & Antwerp:
S.S. LIBERIA ... 16th May.	S.S. SIOLOIA ... 4th June.
For Rotterdam, Hamburg & Antwerp:	For Rotterdam & Hamburg:
S.S. BAYERN ... 20th May.	S.S. ALESIA ... 10th June.
For V'ier, S'ia, and/or T. & P. (Or.)	For Havre, Bremen & Hamburg:
S.S. SAXONIA ... 22nd May.	S.S. SENOIOVA ... 19th June.

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10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

THURSDAY, 24th APRIL.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

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Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.
EXCURSION TO MACAO
SUNDAY, 27th April.

The Company's Steamship,
"SUI AN,"

will depart from the Company's WING LOK STREET WHARF at
9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sun-
day morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the
Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning
from Macao at 5 p.m.

FARES AS USUAL.
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KOBE & Y'HAMA	KAMO MARU Capt. Sommer T. 16,000	THURSDAY, 24th April.
BOMBAY via Singa- pore and Colombo.	KAWACHI MARU C. A. Christiansen T. 12,500	MONDAY, 28th April.
MOJI, KOBE and YOKOHAMA	KIRIN MARU Capt. Deguchi T. 6,000	MONDAY, 28th April.
SHANGHAI, MOJI & KOBE	SHINYO MARU Capt. Ohkuma T. 6,000	TUESDAY, 29th April.
CALCUTTA via S'pore, Penang & Rangoon	TUSA MARU Capt. T. Sato T. 12,000	SATURDAY, 3rd May.
N'SAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winckler T. 9,600	WEDNESDAY 7th May at Noon.
Europe &c.	HIRANO MARU Capt. H. Fraser T. 16,000	WEDNESDAY, 7th May, at daylight.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Thura- townsville and Brisbane	INABA MARU Capt. Tominaga T. 12,500	WEDNESDAY, 7th May, at Noon.
AMERICA &c.	SANUKI MARU Capt. Richards T. 12,500	SATURDAY, 17th May.
AUSTRALIA &c.	NIKKO MARU Capt. Yagi T. 9,600	WEDNESDAY 4th June at noon.

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Tango Maru	13,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	6th May.
Shidzuka Maru	12,500	20th May.
Tamba Maru	12,000	3rd June.

(Subject to change without notice).

[6]

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NINGPO & SHANGHAI.	"HUPEH" ... 24th April, at d'light.
SHANGHAI, Taingtau, {	"ICHANG" ... 24th April, at 4 p.m.
Chefoo & Chinwantao.	
HAIPHONG.	"SINGAN" ... 24th April, at 9 a.m.
SHANGHAI.	"LINAN" ... 26th April, at midnight.
MANILA, CEBU & ILOILO.	"CHINHUA" ... 29th April, at 4 p.m.
SHANGHAI.	"ANHUI" ... 1st May, at 4 p.m.
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ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	SATURDAY, 26th Apr. 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	WEDNESDAY 7th May, 4 p.m.

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Tjikini	JAPAN	2nd half Apr.	JAVA	2nd half Apr.
Tjilawong	SHANGHAI	2nd half Apr.	JAVA	2nd half Apr.
Tjilatap	JAVA	2nd half Apr.	JAPAN	2nd half Apr.
Tjibodas	JAVA	2nd half Apr.	SHANGHAI	2nd half Apr.
Tjimanok	JAVA	2nd half Apr.	JAPAN	1st half May.
Tjimah	JAVA	1st half May	JAPAN	1st half May.
Tjipanas	JAVA	1st half May	SHANGHAI	1st half May.
Tjitaroom	JAVA	2nd half May	JAPAN	2nd half May.

The steamers are all fitted throughout with Electric Light, and
have accommodation for a limited number of saloon passengers, and
will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to
all points in the United States and Canada and with Trans-
Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer.	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru" ...	22,000	H.S. Smith	April 29th Noon.
S.S. "Chiyo Maru" ...	22,000	W.W. Greens	May 27th "
S.S. "Nippon Maru" ...	11,000	A. G. Stevens	June 17th "
S.S. "Tenyo Maru" ...	22,000	E. Bent	June 24th "

The S.S. Shinyo Maru will be despatched for San Francisco via
Shanghai, Nagasaki, Kobe, Yokkaichi, Yokohama and Honolulu on
Tuesday the 29th April at noon.

These steamers are equipped with Turbine Engines and Triple
Screws.

All steamers carry Japanese Government wireless telegraph and
post office.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo
and the Tehuantepec National Railway at Salina Cruz).
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports
Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday June 4, Noon.
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913

For Further Particulars as to Passes and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Island Sea), Yokohama and Honolulu
(The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amuse-
ments, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is not more than the cost of any other service, and is
for a return ticket to London the cost is but 4s. including berth and meals. From America
San Francisco via Japan and Honolulu the cost is 4s. 6d. For the INTERMEDIATE SERVICE from
China accommodations are provided for 4s. to London (return ticket 4s. 6d.) and to San Francisco
4s. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Siberia ... 18,000 Tons: Starting May 6, at 1 p.m.

* China ... 10,000 May 13, at 3 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	From MANILA.
Leave	Arrive
Hongkong	Manila
May 13 CHINA	May 15
June 3 NILE	May 3 OHINA
July 1 PERSIA	May 11 MANCHURIA
	May 13
	June 21 PERSIA
	June 23

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King's Building (Opp. Blake Pier). FRED. J. HALTON, Telephone No. 141

Hongkong, 22nd January, 1913. Agents.

Passenger Ticket International Exposition San Francisco-1915.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,

Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONG-

KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:

32, Water Street

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

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CASHED.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

LOG BOOK.

New Chinese Shipping Company

The increase of freight charges by four navigation companies has aroused keen resentment among the Chinese merchants, says the Shanghai "China Press." Many meetings have been held. The most important of these took place on the 17th inst. when it was stated that the mediation by the Chamber of Commerce probably would be fruitless. It was therefore proposed that the interested merchants should either approach the China Merchants S.N. Company for co-operation or establish an independent steamship company. The latter scheme met with great approval, for in a short time over one million dollars was pledged for shares in the new company. Further plans will be announced at a mass meeting to be held later.

Engineers and Sailing Vessels.

Marine circular number 60, issued on April 5 by the Manila Customs Bureau and approved by the Secretary of Finance and Justice, states that sailing vessels of 150 tons gross and over equipped with auxiliary motor power, shall be required to carry in addition to navigation officer, an engineer officers, certified by the board on Philippine marine examinations. Sailing vessels equipped with auxiliary motor power shall have on board in addition to the prescribed life saving equipment and fire apparatus, one or more chemical fire extinguishers and adequate supply of sand for use in extinguishing oil fires.

Sailing vessels under way equipped with and using auxiliary motor power, shall, in the observance of the international rules of the road, have the same status as steam vessels; when under sail and not using auxiliary motor power, they shall have the status of sailing vessels.

China Coast Appointments.

Mr. J. McN. Thompson, awaiting orders, has gone chief officer, Choyang.

Mr. N. R. Bennett, chief officer, Choyang, is awaiting orders.

Mr. W. McFarlane, second engineer, Taksang, is on leave.

Mr. S. Nelson, third engineer, Taksang, has gone acting second engineer, same ship.

Mr. L. F. Pike, from leave, has gone chief officer, Chenan.

Mr. R. Ritchie, chief officer, Chenan, is on leave.

Mr. R. H. W. Scott, second engineer, Toonan, has gone second engineer, Kwanglee.

Mr. A. Stewart, second engineer, Kwanglee, is on leave.

Mr. W. Folbergill, third engineer, Haean, has gone acting second engineer, Toonan.

Mr. J. Low, second engineer, Haean, is on leave.

Mr. J. Ewin, from leave, has good second engineer, Haean.

Mr. W. McIntire, from leave, has gone third engineer, Haean.

Mr. J. Muirhead, from leave, is awaiting orders.

January's Marine Losses.

"If there are any superstitious underwriters in Lloyd's," says the London "Fairplay," "the outlook for the coming year, judging by the results of the opening month of 1913, must be a very black one. A list of losses for that month shows the estimated total value of steamers and ships and their cargoes lost during the month amounts to £1,550,

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

SHANGHAI.....LOKSANG* Thursday, 24th April, at noon.

S'PORE, Penang & C. CUTTA, FOKSANG* Thursday, 24th April, at 2 p.m.

TIENTSIN via CHIPSHING* Thursday, 24th April, at noon.

WEIHAIWEI

MANILA.....LOONSANG* Saturday, 26th April, 2 p.m.

SHANGHAI, Kobe & Moji NAMSANG* Monday, 28th April, at noon.

SHANGHAI.....HANGSANG* Tuesday, 29th April, at noon.

S'PORE, Penang & C. CUTTA, LAISANG* Wednesday, 30th April, at 2 p.m.

MANILA.....YUENSANG* Saturday, 3rd May, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE.—HOMEWARDS.

For Steamers Date of Sailing.

MARSEILLES, LONDON DEN OF GLAMIS About 2nd May.

LONDON & ANTWERP.....FLINTSHIRE..... 31st July.

NEW TRANS-PACIFIC "SHIRE" and "GLEN" JOINT SERVICE.

VANCOUVER, SEATTLE, TACOMA & PORTLAND FALLS OF ORCHY... 6th May.

VICTORIA, VANCOUVER & SEATTLE HARPAUGUS..... 10th June.

PORTLAND, TACOMA & SEATTLE MONMOUTHSHIRE... 27th June.

Cargo accepted on through Bills of Lading to all ports in Europe, and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

AGENTS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONKONG AND RANGOON.

The S.S. "FUTATA," 4154 tons gross, Capt. Chidley, will be despatched for YOKOHAMA, KOBE & MOJI on the 30th April at daylight, taking cargo and passengers at current rates.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Hongkong, 22nd April, 1913.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in—2-3/4 hours.

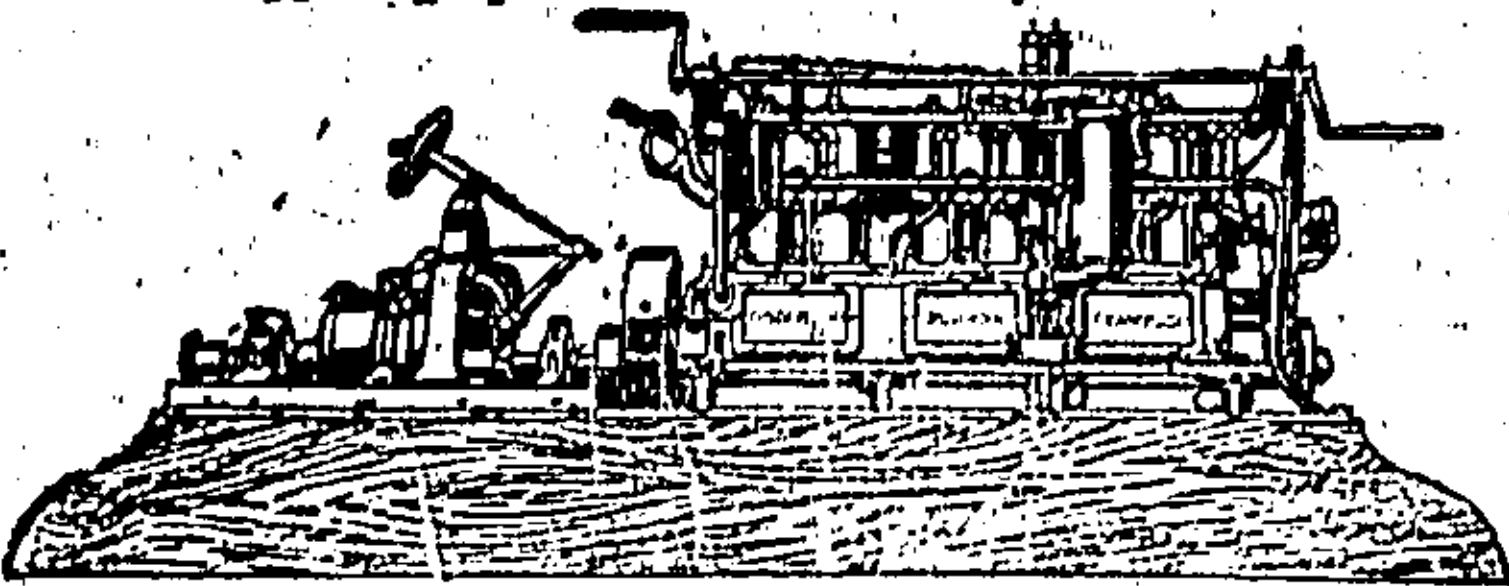
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P. As supplied to the British Admiralty & War Office.



O.G. type Motor and Reverse Gear. B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	31 July
do do	Nore	P. & O. Co.	30 April, about
London via Usual Ports of Call	Devanha	P. & O. Co.	28 April
Havre, Hamburg & Bremen	Arabia	H. A. L.	27 May
Havre, Hamburg & Antwerp	Segovia	H. A. L.	19 June
Havre, Hamburg & Antwerp, &c.	Sicilia	H. A. L.	4 June
Havre, Bremen & Hamburg, &c.	Senogambia	H. A. L.	25 April
Marseilles, London and Antwerp	Liberia	H. A. L.	18 May
do do	Den of Glamis	J. M. & Co.	2 May, about
Marseilles via Saigon, S'pore, Colombo, Port Said	Glenturret	S. T. & Co.	5 June, about
do do	Ernest Simons	M. M. Co.	22 April
Marseilles, London & Antwerp via S'pore, &c.	Amazon	M. M. Co.	8 May
Rotterdam and Hamburg	Hirao Maru	N. Y. K.	7 May
do do	Alesia	H. A. L.	10 June
Rotterdam, Bremen, Hamburg, & Antwerp, &c.	Segovia	H. A. L.	19 June
Trieste, &c.	Bayern	H. A. L.	20 May
Trieste, Fiume, Venice via Singapore, &c.	Bohemia	S. W. & Co.	13 May
Naples, Genoa, Algiers, Gibraltar, S'pore, Manila	Chiaia	S. W. & Co.	1 May, about
do do	Luetzow	M. & Co.	29 April
Mexican, Peruvian and Chili Ports via Japan	Hongkong Maru	T. K. K.	4 June
do do	Kiyo Maru	T. K. K.	5 August
New York	Ghazee	D. & Co.	6 May, about
New York	Indrani	J. M. & Co.	20 April
San Francisco	Shinyo Maru	T. K. K.	29 April
do do	Chiyo Maru	T. K. K.	27 May
San Francisco, etc.	Nippon Maru	T. K. K.	17 June
do do	Tenyo Maru	T. K. K.	24 June
San Francisco via Japan	Siberia	P. M. & Co.	6 May
do do	China	P. M. & Co.	13 May
do do	Nile	P. M. & Co.	3 June
Victoria, B.C., & Tacoma via Shanghai, &c.	Mexico Maru	O. S. K.	30 April
Victoria, B.C., & Seattle via Shanghai, &c.	Chicago Maru	O. S. K.	17 May
Victoria, Vancouver, B.C., Seattle	Shidzuoka Maru	N. Y. K.	20 May
Vancouver via Shanghai and Japan, &c.	Harpagus	J. M. & Co.	10 June, about
Vancouver via Japan	Empress of Japan	C. P. R. Co.	28 April
do do	E. of Russia	C. P. R. Co.	21 May
Vancouver, Seattle, &c.	E. of India	C. P. R. Co.	7 June
Vancouver, Seattle and Portland	Saxonia	H. A. L.	23 May
Vancouver via Shanghai, Japan, &c.	Falls of Orchy	J. M. & Co.	8 May
Portland, Tacoma and Seattle	Monteagle	C. P. R. Co.	21 June
do do	Monmouthshire	J. M. & Co.	27 June, about
Australian Ports via Manila	Eastern	G. L. & Co.	30 April
do do	Taiyuan	B. & S.	2 May
do do	Guthrie	B. & S.	23 May
do do	Isaba Maru	N. Y. K.	7 May
do do	Empire	G. L. & Co.	24 May
do do	St. Albans	G. L. & Co.	21 June
do do	Nikko Maru	N. Y. K.	4 June

Singapore, Coast Ports and Japan.

Singapore &c.	Kiev	R. V. F.	Middle April
Singapore, Penang and Calcutta	Fooksang	J. M. & Co.	24 April
Singapore, Penang, & C. CUTTA	Arratoon Apar	D. S. & Co. Ltd.	7 May
Singapore, Penang, Rangoon & Calcutta	Tosa Maru	N. Y. K.	3 May
Batavia, Cheribon, Samarang, &c.	Tijarum	J. C. J. L.	Quick despatch
do do	Tijamah	J. C. J. L.	Quick despatch
Kudat and Sandakan	Borneo	J. C. J. L.	Quick despatch
Domboy via Singapore, Penang & Colombo	Indo Maru	O. S. K.	End of April
Japan	Tjilwong	J. C. J. L.	26 April
Kobe	Saigon Maru	O. S. K.	21 May
Kobe & Yokohama	Kamo Maru	N. Y. K.	24 April
Kobe and Yokohama	Prinz Sigismund	M. & Co.	29 April, about
do do	Jinsen Maru	N. Y. K.	24 April
Yokohama, Kobe & Moji	Fultala	J. M. & Co.	30 April
do do	Turilla	D. S. & Co.	8 May
Nagasaki, Kobe & Yokohama	Kumano Maru	N. Y. K.	7 May
Yokohama and Kobe via Shanghai	Persia	S. W. & Co.	5 May, about
Tientsin	Chipshing	J. M. & Co.	24 April
Ningpo and Shanghai	Hupch	B. & S.	25 April
Anping and Takao via Swatow and Amoy	Sosho Maru	O. S. K.	30 April
Manila	Loongsang	J. M. & Co.	26 April
do do	Zafiro	S. T. & Co.	23 April
Moji, Kobe and Yokohama	Kirin Maru	N. Y. K.	23 April
Swatow	Haimun	D. L. & Co.	27 April
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	25 April
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	29 April
Tamsui via Swatow and Amoy	Daijin Maru	O. S. K.	27 April
Shanghai via Swatow	Loksang	J. M. & Co.	24 April
Shanghai, Moji, Kobe and Yokohama	Shinyo Maru	N. Y. K.	29 April
Shanghai, Moji, Kobe & Yokohama	Samatra	P. & O. S. N. Co.	3 May, about
Shanghai, Kobe and Moji	Thongwa	D. S. & Co.	30 April
do do	Namsang	J. M. & Co.	23 April
Shanghai and Japan	Magellan	M. M. Co.	5 May
do do	Alesia	H. A. L.	27 April
do do	Segovia	Do	8 May
do do	Furst Bulow	Do	19 May
Shanghai and Japan	Birkenfels	Do	24 May
do do	Saxonia	Do	24 May
do do	Preussen	Do	24 June
Shanghai, Tsingtau, Kobe and Yokohama	Prinz Ludwig	M. & Co.	1 May, about
Shanghai Tsingtau, Chefoo & Obinwantao	Iohang	B. & S.	24 April
Shanghai	China	P. & O. Co.	24 April
do do	Tjilatjap	J. C. J. L.	Quick despatch
do do	Tjibodas	J. C. J. L.	Quick despatch
do do	Tjikini	J. C. J. L.	Quick despatch
do do	Bohemia	S. W. & Co.	28 April
do do	Bohemia	S. W. & Co.	28 April
do do	Choyang	J. M. & Co.	20 April
do do	Linan	B. & S.	26 April
do do	Hangsang	J. M. & Co.	27 April
do do	Anhui	B. & S.	1 May

RATS AND THE CANAL.

The English Government will be faced with various fresh problems by the opening of the Panama Canal, and one of these is concerned with rats. In view of the inquiries made by the United States concerning the sanitary conditions prevailing in adjacent ports likely to be directly or indirectly in communication with the canal, the Colonial Secretary, I am told, has decided to institute an investigation in those of the British West Indies where

plague has not yet made its appearance respecting the numbers and distribution of rats therein.

This action is with a view to determine what special action is necessary to safeguard the islands as far as possible against the introduction and spread of rat-borne disease and the disabilities which might ensue thereon in connection with the use of the canal. To this end Mr. Harcourt has engaged the services of expert officials to start the investigation in the Windward Islands, and it is expected that the work will extend over six months—"Birmingham Post."

The Transport Liscum. Contrary to expectations, says the "N. China Daily News" of the 16th inst., the raising of the United States transport Liscum was not carried out yesterday, but it is expected that the undertaking will be accomplished to-day. Everything has gone forward in a highly satisfactory manner, and the pumping operations yesterday were all that could be desired. The task has been a great one, but the management of the Shanghai Dock & Engineering Co., Ltd., at whose wharf the vessel sank in so mysterious a manner, cheerfully faced the situation.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.
Ningpo	Hupch.
Shanghai	China (P. & O.)
Kobe	Kamo Maru.
Shanghai	Loksang.
Nagasaki	Azumasan Maru.
Calcutta	Fooksang.
Macao	Sui Tai.
Saigon	Tenya Maru.
Shanghai	Ichang.
Tientsin	Chipshing.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Manila	Zafiro.
Shanghai	Hangsang.

AMERICAN MAIL.

The P. M. s.s. China sailed from San Francisco on the 5th inst., for Hongkong via Honolulu, Japan Ports and Manila.

The P. M. s.s. Manchuria left San Francisco for Hongkong on the 12th inst. via the usual ports of call.

The P. M. s.s. Siberia, with the United States mail, left Yokohama on the 17th inst., for Hongkong via Kobe, Nagasaki and Shanghai.

The P. M. s.s. Nile arrived at San Francisco on the 18th inst.

CANADIAN MAIL.

The C. P. R. s.s. Empress of India left Yokohama on the 15th inst., at noon, is due to arrive at Vancouver, B.C., on the 27th inst. The C. P. R. s.s. Monteagle left Vancouver, B.C., on the 17th inst., and is due to arrive at Hongkong on the 10th prox.

GERMAN MAIL.

The I. G. M. s.s. Prinzess Alice, which left here on the 16th inst., arrived at Singapore on the 20th inst., at 6 p.m.

The I. G. M. s.s. Prinz Ludwig carrying the German Mails with dates from Berlin of the 2nd inst., left Colombo on the 18th inst., p.m., and may be expected here on the 30th inst.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund left Sydney on the 5th inst., and may be expected here on the 29th inst.

The E. & A. s.s. Empire left Sydney on the 9th inst., and may be expected to arrive here on the 2nd prox.

MERCHANT STEAMERS.

The s.s. Glenesk passed the Suez Canal on the 15th inst., for Hongkong via Straits.

The s.s. Ischia left Kobe for this port on the 18th inst., and may be expected here on the 25th inst.

The s.s. Thongwa from Calcutta left Singapore on the 20th inst., and may be expected here on the 25th inst., a.m.

The I. C. S. N. s.s. Laisang from Japan is due at Hongkong on the 25th inst.

The I. C. S. N. s.s. Hangsang from Shanghai is due at Hongkong on the 24th inst.

The I. C. S. N. s.s. Yatshing from Calcutta is due at Hongkong on the 1st prox.

The S. L. s.s. Falls of Orchy from London is due at Hongkong on the 4th prox.

Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at, on the way, according to the schedule as—

HOMEWARD BOUND STEAMERS for Singapore, Penang, Colombo, Djibouti, Hodeidah, Djeddah, Suez, Port Said, Beyrouth, Constantinople, Batoum, Odessa.

The steamers are not bound to call at these ports, should there be no engagements to meet there.

OUTWARD BOUND STEAMERS for Nagasaki and Vladivostok.

The Agency of the R.V.F. at Hongkong will also accept Cargo and issue through Bills-of-Lading for all Black and Azov Seas Ports, with transshipment at Odessa, and for Hakodate and all Ports of Tartarian Strait and Kamchatka with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the steamer's schedule will not be accepted any more by this Agency.

Next sailings from Hongkong—

The s.s. KIEV, 5560 R.T. Commander Stetoky, Homeward Bound, is expected to arrive in Hongkong about 18th. of April.

The s.s. MOGILEFF, 6200 R.T. Commander Kekouatoff, Outward Bound, is expected to arrive in Hongkong about the middle of April.

For Freight, Passage and further particulars, apply to

Capt. D. A. LUKHMANOFF,

Agent.

Hotel Mansions, 3rd Floor,

Rooms Nos 12A & 14.

Telephone No. 1224.

The I. L. s.s. Indrani from Shanghai is due at Hongkong on the 27th inst.

The s.s. Zafiro left Manila on the 21st inst., and is due here on the 24th inst., a.m.

The P. & O. s.s. Sumatra is expected to arrive at Penang on the 23rd inst., at 10 a.m.

VESSELS IN PORT.

Steamers.

Anglin, Ger. s.s., 1,065, Kumpel, 2nd April—Bangkok 13th April, Rice.—B. & S.

Antiochus, Br. s.s., 5,806, Flynn, 13th April—Seattle 19th Mar., Gen.—B. & S.

Azumasan Maru, Jap. s.s., 2,785, Kikuchi, 22nd April—Mike 16th April, Coal.—M. B. K.

Borneo, Ger. s.s., 3,411, Sembill, 22nd April—Sandakan 14th April, Timber.—M. & Co.

Columbia, Am. s.s., 349, Bond, 4th April Singapore Ballast.—Order.

Empress of Japan, Br. s.s., 3,039, W. D. Hoperast, 11th April Vancouver 20th Mar., Gen. C. P. R. Co.

Fausang, Br. s.s., 1,440, Malkins, 15th April—Chingwantao 9th April, Coal.—J. M. & Co.

Fooksang, Br. s.s., 1,987, Mitchell, 19th April—Japan 14th April, Gen.—J. M. & Co.

Helene, Ger. s.s., 771, F. Jepsen, 30th April—Pakhoi and Hoibow 18th April, Gen.—J. & Co.

Johanne, Ger. s.s., 951, Ipland, 22nd April—Pakhoi and Hoibow 21st April, Gen.—J. & Co.

Kamo Maru, Jap. s.s., 5,287, Sommer, 22nd April—London via Singapore, Steel Bars.—N. Y. K.

Komoro, Nor. s.s., 975, Foll Muns, 16th April—Bangkok 9th April, Rice.—Order.

Kwanglo, Chi. s.s., 1,452, MacArthur, 22nd April—Canton 21st April, Gen.—C. M. S. N. Co.

Laertes, Br. s.s., 1,300, Wawn, 18th April—Saigon, Rice.—Owners.

Loksang, Br. s.s., 977, Bowker, 20th April—Hongay 17th April, Coal.—J. M. & Co.

Loongsang, Br. s.s., 1,093, Leask, 22nd April—Manila 19th April, Gen.—J. M. & Co.

Lyeomoon, Ger. s.s., 1,238, Sarh, 14th April—Saigon 10th April, Rice.—H. A. L.

Mexico Maru, Jap. s.s., 3,760, Kobayashi 20th April—Tacoma via Shanghai 17th April, Gen.—O. S. K.

Profit, Nor. s.s., 715, Olsen, 21st April—Bangkok, Rice.—Seeng Kee.

Quarta, Ger. s.s., 1,150, Madsen, 21st April—Saigon 17th April, Gen.—S. & Co.

Sexta, Ger. s.s., 992, Jensen, 19th April—Bangkok and Swatow 18th April, Rice.—Kin Tye Long.

Shinyo Maru, Jap. s.s., 7,226, H. S. Smith, 22nd April—San Francisco 22nd Mar., Gen.—P. M. Co.

Singan, Br. s.s., 1,047, Robinson, 22nd April—Haiphong and Hoibow 21st April, Gen.—B. & S.

Temio Maru, Jap. s.s., 2,135, Y. Kuchiki, 20th April—Muronan 9th April, Coal.—M. B. K.

Tjilatjap, Dutch s.s., 2,440, Lap, 19th April—Batavia 10th April, Gen.—J. C. J. L.

If you have lost your appetite, one to the big Variety of dainty dishes at the ALEXANDRA CAFE, is sure to tempt you.

COMMERCIAL.

London Rubber Market.

The East Asiatic Company's Daily Report for April 13 says:—The market in London on Saturday was weak. The closing prices were:—

Hard fine Para spot 3/4.1-4
Hard fine Para forward, 3/4
First later crops, delivery
next three months, 3/3.3-4

F.M.S. Rubber Output.
During March 1,737.33 tons of rubber were exported from the F.M.S., making the total exported this year 5,925.48 tons. This is an increase of 1,814.70 tons on the same period of 1912. The value of the export this year to the end of March was \$20,025,591, and the duty collected thereon \$500,823.93.

Banque Sino-Belge.
The managers of the Banque Sino-Belge state that at an extraordinary meeting of the shareholders held on March 25th, 1913, it was decided to increase the capital of the bank to Frs. 30,000,000. It was also decided that, on and after April 15th, the name of the bank shall be changed to Banque Belge pour l'Etranger (Filiale de la Societe de Belgique).

Borneo Customs.
The B. N. B. Government have added the following items to the free list of imports, and in consequence they are deleted from the import duty tariff:—Medicine, pictures, cotton waste, disinfectants, literary publications, candles, rope and cordage, castor oil, cera wax, insecticides, soap, twine and string, Straits Settlements small silver coins. On kerosene oil the import duty per case of 65 lbs., is raised to 40 cents in lieu of 25 cents.

March Rubber Returns.
Selangor Rubber Co.—43,485 lbs.
Broome (Selangor).—8,317 lbs.
Jimbah.—3,013 lbs.
Sembrong.—1,147 lbs.
Manchester North Borneo.—8,195 lbs., twelve months date 63,171 lbs.

British Borneo Para Rubber.—11,013 lbs., making for the three months 32,247 lbs.
Haycop.—9,893 lbs., total for three months 25,457 lbs.
Jauport, Borneo.—8,300 lbs.
Kuala Sawah.—1,847 lbs.

Public Auction.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 28th day of April, 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tai Ping Shan in the Colony of Hongkong, for a term of 75 years, with the option of renewal, at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Lot	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Hectares	Area in Gals.	Area in Ares	Area in Meters	Area in Kilometers
1	100	100	100	100	100	100	100	100	100
2	100	100	100	100	100	100	100	100	100
3	100	100	100	100	100	100	100	100	100
4	100	100	100	100	100	100	100	100	100
5	100	100	100	100	100	100	100	100	100
6	100	100	100	100	100	100	100	100	100
7	100	100	100	100	100	100	100	100	100
8	100	100	100	100	100	100	100	100	100
9	100	100	100	100	100	100	100	100	100
10	100	100	100	100	100	100	100	100	100

Public Companies

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 3rd May, 1913, at 12 o'clock, NOON, for the purpose of presenting the Report of the Directors together with a statement of Accounts to 28th February, 1913, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 19th April to the 3rd May, 1913, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th April, 1913. [312]

Entertainments

THE EDISON KINETOPHONE.

MARVEL

OF THE AGE!!!

Sound and action combined in The MOST Delightful way.

You not only SEE but HEAR!!

If you wish to satisfy yourselves,—and we advise you to do so,—apply to

ROBINSON & CO.,

DES VŒUX ROAD,

FOR INFORMATION.

BIJOU.

PROGRAMME.

Special "A. B." Comic
A JEALOUS HUSBAND
A Study in Diplomacy (Comic)
Losing His Temper
A Trip on the Seine (Scenic)
NEWS OF THE DAY
(Pathe Gazette & Gaumont Graphic)

Miss VIOLET BONETTA

(The Popular Soubrette)

MATINEES ON Saturdays 4.15

Sundays 6.00

Artists at all Matinees.

Friday May and

Complimentary Benefit

To

Mr. R. H. STEPHENSON

7.15 PICTURES ONLY 7.15

Public Companies

GREEN ISLAND CEMENT CO.,

LIMITED.

THE TWENTY FOURTH

ORDINARY ANNUAL MEET-

ING OF SHAREHOLDERS in the

Company will be held at the

Office of the Company, St. George's

Building, Victoria, Hong-

kong, on Saturday the 26th day

of April 1913, at 12 o'clock noon, for

the purpose of receiving a State-

ment of Accounts and the Report

of the Directors for the year end-

ing 31st December, 1912.

THE TRANSFER BOOKS of

the Company will be closed from

the 21st to the 26th April both

days inclusive.

By Order of the Board of Direc-

tors.

H. H. HONGKONG & S. H. HONGKONG

CHINA STEAM FISHERIES CO.,

LIMITED.

NOTICE is hereby given that a

Final Call of \$3.00 per share

has been made on the share cap-

ital of the Company, and that

same is payable to the Company's

Bankers (The Hongkong & Shang-

hai Banking Corporation, Hong-

kong) on or before 15th May, 1913.

BRADLEY & CO., LTD.

General Managers.

Hongkong 3rd April 1913. [310]

Notices

UNION INSURANCE SOCIETY

OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS

A Final Dividend of Twenty

Dollars per Share for the

year 1911 and an Interim Di-

vidend of Thirty Dollars per

Share for the year 1912 will be

payable on Wednesday the 16th

instant.

Warrants may be had on appli-

cation at the Office of the Society

on and after that date.

By Order of the Board,

C. MONTAGUE EDE

Secretary.

Hongkong 17th April, 1913. [313]

INSTITUTION OF ENGINEERS

AND SHIPBUILDERS,

HONGKONG.

A PAPER will be read by

Engineer Commander G. W.

Roome, R.N. (member) on Friday,

25th April, 1913, in the Institute

at 8.15 p.m.

Subject: "The Diesel Engine."

Members and their friends are

VICTORIA THEATRE.

During the Week, the Magnifi-

cent New Pictures

"Woman of Stone," in 2 parts.

A Magnificent Clair Film of the

play that Olga Nethersole made

famous the Whole World over;

it is the rage where-over

scenoped.

"TEMPEST," Dramatic film

full of interesting and

exciting scenes.

"SAPHO," 5000 ft., in a couple of

Weeks.

Miss FREDA ARDEA,

Sole Dancer.

"Les Miserables" Expected Daily.

Notices

KELLY & WALSH, LTD.

SIXPENNY NOVELS,

30 cents each, 4 for \$1.00

The Adventures of Monsieur

d'Harlot, Storor Clouston,

Young Mrs. Jardine, Mrs. Craik.

As he was born, Tom Gallon

The Unspoken Word,

Morice Gerard

Money, Marie Connor Leighton

The Silent House, Louis Tracy

Lady Jim of Curzon Street,

Fergus Hume.

Catherine's Child,

Mrs. Henry de la Pasture.

The Mystery of the Ravenspur,

Fred M. White.

The Sin of Allison Dering,

L. G. Moberly

The Gifts of Civilization,

Dean Church

ITALIAN CONVENT.

THE Superiress of the Italian

Convent begs to renew her

appeal to the ladies and gentle-

men of Hongkong for the usual

gifts of cast off garments and

worn out clothes to the Convent.

Of late, there has been an ap-

preciable falling-off in the peri-

odical collections of old and second-

hand materials received at the

Convent. The Superiress feels

confident that she has but to

urge the pressing and daily in-

creasing needs of the Convent in

its provision for the poor, to re-

ceive benevolent responses from

local residents.

The change of season calls for

change of garments for the

orphan children. If residents

they can render by sending such

of their dress materials as are no

longer any use to them, the little

children will be suitable provided

with clothes they are so much in

need of.

ITALIAN CONVENT.

Hongkong, 18th April, 1913. [320]

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese

graduate versed in literature,

has been a teacher to European officials

and merchants in this Colony for over

ten years.

He has a good method of training

Europeans to pass in the Chinese ex-

amination, and is possessed of a first

rate certificate as a Chinese teacher.

He has also a good knowledge of

Mandarin and Hakka.

Those who intend learning the Chi-

nese language are requested to write

care of "The Hongkong Telegraph" office

direct to 87, Hollywood Road, 1st floor.

Hongkong, 20th Jan, 1913. [149]

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.

London Office: 14, Bishopsgate, E.C.

BRANCHES:

Bombay Calcutta Cebu Colon Hongkong

Kobe Manila Mexico Panama San Francisco

Shanghai Yokohama

Capital and Reserve, \$10,000,000 (Gold)

NEARLY ALL THE BUSINESS OF THE

CURRENT ACCOUNTS opened on the usual

TERMS.

DEPOSITS RECEIVED, fixed for one year at

4 per annum, or for shorter periods, at rates, which

may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES

LETTERS OF CREDIT AND DRAFTS granted

on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF

CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT

ISSUED.

PURCHASE AND SALE of Stocks and Shares

STOCKS.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,

Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912 1912

THE

YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches

Antung-Hsien Nagasaki

Bombay Newchwang

Calcutta New York

Changchun Osaka

Dairen Peking

Fongtien Ryojun Port

Harbin (Arthur)

Hankow San Francisco

Honolulu Shanghai

Kobe Tientsin

Liao-Yang Tokyo

London Los Angeles

Lyons

Interest Allowed on Current

Accounts.

Deposits received for fixed

periods at rates to be obtained on

application.

EISHI ONO,

Manager.

Hongkong, 31st Mar., 1913. [18]

THE CHARTERED BANK OF

INDIA, AUSTRALIA AND

CHINA.

Incorporated by Royal

Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Reserve Liability of

Proprietors £1,200,000

FOREIGN EXCHANGE and

General Banking business trans-

acted.

CURRENT ACCOUNTS opened

and FIXED DEPOSITS re-

ceived for 1 year or shorter periods

at rates which will be quoted on

application.

[A. S. HEWETT,

Acting Manager.

Hongkong, 11th April, 1912. [22]

Notices

THE OHINA PROVIDENT

LOAN AND MORTGAGE

CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Pro-

perty, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident

System.

(Rates and Particulars on ap-

plication).

THE LIPTON CHALLENGE.

New York Paper's Interesting Comments.

The following interesting article is from the New York "Evening Post." It was written, of course, before Sir Thomas Lipton agreed to waive all restrictions in issuing his challenge.

The declaration of Sir Thomas Lipton's challenge by the New York Yacht Club was not surprising, in view of the condition laid down by him that the defending vessel should not exceed seventy-five feet in length. The Club is technically well within its rights when it asserts that this deprives it of the privilege given by the deed of gift to select a defender of any size it pleases between sixty-five and ninety feet of water line. Its freedom of choice ought to be unlimited so long as the deed of gift controls. In 1907, when it last declined a challenge from Sir Thomas, the Club took a similar position, and then declared:

The America's Cup, held by the Club as a trustee, under the deed of gift, is a trophy which stands pre-eminently for speed and for the utmost skill in designing, constructing, managing, and handling the competing vessels, and should, therefore, be sailed for by the fastest and most powerful vessels that can be produced.

For these reasons, matches for this cup should not be held between vessels of comparatively insignificant power and size.

It admitted, of course, that the defending Club cannot require the challenger to be of any given size within the limits of the deed of gift, but stated emphatically that it "should not consent to any limitation upon the power or size of the defending vessel." Sir Thomas cannot, therefore, claim that he was not forewarned as to what the attitude of the Club would be.

Had the challenger wished to assure himself of the acceptance of his new offer, he need only have omitted the length limitation from his letter. As it was, he gave the Club the excuse to reject his challenge for which many of the members were looking. As we have already pointed out, they cannot forget the fact that the shareholders of Lipton's, Limited, complained publicly that their tea company had to bear some, if not all, of the costs of the last race. It is peculiarly the duty of the New York Yacht Club not merely to protect the America's Cup by proper safeguards, but also to protect the sport itself from any taint of commercialism, so far as lies in its power. At the same time, we cannot see how it could decline a challenge if, complying with the deed of gift, Sir Thomas should challenge with a ninety-footer, without any restriction upon the size of the defending boat. That would compel the latter to be of nine-foot length as a matter of course, for the New York Yacht Club would never dream of putting, say, an eighty-foot boat against one ten feet longer. It is only fair to point out, too, that Sir Thomas Lipton, in his interview of to-day, is decidedly mixed in regard to the rules. He raced in 1903 under the old racing-machine rules, in which only the load water line length and sail area were considered. Now displacement is the chief feature

of the rating, so that Reliance would be handicapped beyond any possible competition with a modern boat, although still able to give time to a seventy-five-footer, and beat her under the old sail-area and water-line method of rules under which Sir Thomas now says he wishes to sail.

As to the desirability of racing smaller boats of seventy-five feet, as Sir Thomas suggests, that is a matter about which much can be said. He is correct in pointing out that there is no American ninety-footer in existence to-day, save Reliance. We have seen for years past glorious racing on both sides of the ocean by seventy-five-foot boats, and we ourselves cannot but feel that the chief purposes of an international yacht race would be subverted by the testing of two boats of that length. At the same time, the Club has consistently taken the other position, and is entitled to be respected in that opinion, even if, later on, other considerations might induce it to modify its views. It might be swayed by the belief that a smaller boat would increase the prospect of a satisfactory challenge by reducing somewhat the enormous expense of a race. But so long as Sir Thomas is in the field, it probably will cling to its present position all the more so because of the rumours that Mr. Charles C. Allom, the owner of the English racing yacht, Istria, may soon challenge on his own behalf. Such a challenge, unless it is for a ninety-foot boat, will put the New York Yacht Club to the final test of its devotion to that size of craft.

When all is said and done, we cannot deny a feeling of disappointment that it was not possible for the New York Yacht Club to agree to race. The sport needs another international contest. Interest in racing has been lagging for some time, not only in the East, but on Western waters as well. The inroads of the gasoline engines and the cruising motor boats have been serious, indeed. Even though the number of contestants in the Sound regatta remains about the same as in previous years, there is an absence of healthy growth, and the questions is whether the younger yachtsmen are going to be wholly absorbed by speed runabouts and motor cruisers, without a vestige of sail-appeal on them, or whether they can be induced to qualify as first-class amateurs as the men of older generations. This situation is all the more important in view of the efforts being made to induce Americans to turn greater attention to their shipping. At first blush there seems to be a slight relationship between sailing ships, for money return and sailing boats for sport; yet there is a relationship, particularly now that some of the restrictions upon American ownership of foreign-built vessels have been removed. Only a few will deny, we think, that it would be a misfortune if sailing craft should disappear from our waters. One may lead a healthy life on a motor boat and learn a good deal about machinery, and even of navigation, if one chooses. But the training of eye, ear, and hand and of wit, judgment, and manly virtues that goes on aboard every sailing boat, is something that cannot be obtained in the same measure elsewhere. The country is to be envied whose youth turns in increasing numbers to the healthy and invigorating sports of the water.

The Sovereign Drink of Health.

Its purity, its delicate, rich and delicious flavour and its delightful aroma have attracted the attention of those who like our LOTUS BRAND.

MOKHA COFFEE.

OBTAINABLE EVERYWHERE.



AN IDEAL COFFEE.

H. RUTTONJEE & SON, WINE & PROVISION MERCHANT.

POST OFFICE.

MAILS ARRIVED TO-DAY.

Singapore, s.s. Namsang. Coast Ports, s.s. Haitan. Singapore, s.s. Kirin-maru. Coast Ports, s.s. Daijin-maru. Bangkok, s.s. Chowtai. Batavia, s.s. Tjibodas. Bangkok, s.s. Pongtong. Europe, s.s. China.

MAILS VIA SIBERIA.

Lat London April 2
Shanghai April 19
April 3 April 21

MAILS DUE.

Siberian, Davanha, 25th inst. The Davanha is expected to arrive here on Friday the 25th instant with the London Mails (via Siberia) of Wednesday the 2nd, Friday the 4th and Saturday the 5th inst.

MAILS CLOSE.

Swatow—Per Johanne, 24th April, 9 a.m.
Shanghai, & North China (Europe via Siberia)—Per China, 24th April, 9 a.m.

Japan via Kobe—Per Kamo-maru, 24th April, 10 a.m.

Saigon—Per Laertes, 24th April, 10 a.m.

Japan via Nagasaki—Per Azuma-maru, 24th April, 11 a.m.

Weihaiwei and Tientsin—Per Chipping, 24th April, 11 a.m.

Swatow and Shanghai—Per Lok-sang, 24th April, 11 a.m.

Straits and India via Calcutta—Per Fooksang, 24th April, 1 p.m.

Macao—Per Sui Tai, 24th April, 1.15 p.m.

Saigon—Per Lyemmoon, 24th April, 2 p.m.

Saigon—Per Tamiya-maru, 24th April, 2 p.m.

Shanghai and North China—Per Ichang, 24th April, 3 p.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Singan, 25th April, 8 a.m.

Swatow, Amoy and Foochow—Per Haitan, 25th April, 10 a.m.

Japan via Moji—Per Kiria-maru, 25th April, 11 a.m.

Macao—Per Sui Tai, 25th April, 1.15 p.m.

Japan via Kobe—Per Tjilatjap, 25th April, 3 p.m.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjikini, 26th April, 10 a.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 25th April, at 5 p.m.—Per Devanha, 26th April, 11 a.m.

Philippine Islands—Per Loong-sang, 26th April, 1 p.m.

Macao—Per Sui Tai, 26th April, 1.15 p.m.

Philippine Islands—Per Zafiro, 26th April, 3 p.m.

Shanghai, North China, Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Japan, 26th April, 5 p.m.

Shanghai and North China—Per Linan, 26th April, 5 p.m.

Swatow—Per Haimun, 27th April, 9 a.m.

Shanghai and North China—Per Namsang, 28th April, 11 a.m.

Macao—Per Sui Tai, 28th April, 1.15 p.m.

Philippine Islands, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per Luetzow, 29th April, 9 a.m.

Swatow, Amoy and Foochow—Per Haiyang, 29th April, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu Canada, United States South America and San Francisco (Europe via Siberia)—Per Shinyo-maru, 29th April, 11 a.m.

Swatow and North China—Per Hamsang, 29th April, 11 a.m.

Macao—Per Sui Tai, 29th April, 1.15 p.m.

SHIPPING NEWS.

ARRIVED.

Tjibodas, Dutch s.s., 4,600, Kroes 23rd April—Batavia, Tea: J. C. J. L.

Kirin Maru, Jap. s.s., 2,356, M. Deguchi, 23rd April—Calcutta via Singapore 17th April, Gen.—N. Y. K.

Haitan Br. s.s., 1,183, Roach, 23rd April—Swatow 22nd April, Gen.—D. L. & Co.

Daijin Maru, Jap. s.s., 899, Nagano, 23rd April—Swatow 22nd April, Gen.—O. S. K.

Namsang, Br. s.s., 2,591, Gilroy, 23rd April—Calcutta 8th April, Gen.—J. M. & Co.

Iohang, Br. s.s., 1,238, Jones, 23rd April—Canton 22nd April, Ballast—B. & S.

Chinhua, Br. s.s., 1,349, Wake, 23rd April—Canton 22nd April, Gen.—B. & S.

Chowtai, Ger. s.s., 1,115, R. her, 23rd April—Bangkok and Swatow 22nd April, Rice.—B. & S.

Ortiga Hermans, Ger. s.s., 250, Pate, 23rd April—Manila 18th April, Sugar.—Order.

Pongtong, Ger. s.s., 899, Bolefuher, 23rd April—Bangkok 13th April, Rice.—B. & S.

Tjikini, Dutch s.s., 3,014, Rooy, 23rd April—Mikie, 17th April, Gen.—J. C. J. L.

China, Br. s.s., 1,265, Tocque, 23rd April—Bombay 9th April, Gen.—J. M. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

April 23.
Kaijo-maru, for Foochow. Indo-maru, for Bombay. Loksun, for Singapore. Phuyen, for Saigon. Helene, for Macao. Fooching, for Yokohama. Lokaang, for Shanghai. Hupeh for Ningpo. Hyson, for Liverpool.

DEPARTED.

April 23.
Siam, for Singapore. Dakotah, for San Francisco. Iyo-maru, for London. Mathilde, for Swatow. Tamon-maru, for Saigon. Benmohr, for Yokohama. Kaijo-maru, for Foochow. Phuyen, for Saigon. Hupeh, for Shanghai. Loksun, for Swatow. Indo-maru, for Bangkok.

PASSENGERS ARRIVED.

Per s.s. Namsang, arrived 23rd inst., from Calcutta, &c.:—
Boggs, Miss George, Lieut. Benavitch, Mr. Munro, J. & Mrs. Smith, Rev. & Clarke, Mrs. R. Mrs. D. F. Clarke, Miss L. & Sayballe, L. M. Tanner, G. Dinning, H.

PASSENGERS DEPARTED.

Per s.s. Yokohama Maru, sailed on 22nd inst., for Seattle, &c.:—
Delden, Mr. and Loureiro, F. Mrs. E. J. van Mathias, Mrs. Goddard, Mrs. Mathias, Miss Hermann, I. M. Sundstrom, Mr. P. & Mrs. J. Kojiyama, Mrs. Yokoyama, Y.

Per s.s. Iyo Maru, sailed on 23rd inst., for London, &c.:—
Band Cushing, H. J. Matsubara, T. Dupuis, Mrs. Martin Montuno, A. Elphinstone, T. McNair Ishikawa, Mr. & McLeod Little White Wellmann, E. Leung Ming Sine Lu Chung, Miss Wong Pak-chow Lu Chung, Miss Whitcombe Lyons, Mrs. Miss E. H. Mavassques, J.

SHIPS PASSED THE CANAL.

London, 25th March. Arrivals from China:—Antiochus, Idzumi Maru, Kaga Maru. Patrecolys, Bremen. The following vessels have passed the Canal:—Bulow, Himalaya, Indrawadi, Machaon, Palawan, Stentor, Atrous, Ville de la Clotat, Benmohr. London, 1st April. Arrivals from China:—Goldenfels, Machaon. The following vessels have passed the Canal:—Belleophon, Alasia, Bendoran, Somali, Demodocus. London, 4th April. Arrivals from China:—Achilles, Ateuta Maru, Sardinia. The following vessels have passed the Canal:—Bohemian, Flugsuey, Sumatra, Yunnan, Indrahana, Paul Lecat.

Swatow and North China—Per Hamsang, 29th April, 11 a.m.

Macao—Per Sui Tai, 29th April, 1.15 p.m.

WEATHER REPORT.

On the 23rd at 11.28.—Pressure has increased sharply over central and N. China, the depression having moved rapidly towards Vladivostok, deepening considerably.

Pressure is nearly stationary in southern districts. A shallow depression remains over Indo-China. Moderate E. winds are indicated over the northern portion of the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood E. winds, moderate; fair.

2 Formosa Channel N.E. winds, freshening.

3 South coast of China between H.K. and Lamooks The same as No. 1.

4 South coast of China between H.K. and Hainan The same as No. 1.

China Coast Meteorological Register.

23rd April, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

W'ostock 7a 29.25 43 20 June 2 0

Nemuro 6a 30.02 — so 4 —

Hakodate 29.71 — eso 5 —

Tokio 29.98 — w 5 —

Kochi 29.74 — sw 3 —

Nagasaki 29.84 — w 5 —

K'shima 29.88 — w 2 —

Oshima 29.93 — sw 2 —

Naha 29.97 — 0 —

Ishijima 29.95 — s 2 —

Bonin Is. 30.12 — 0 —

Chefoo 29.58 47 93 w 8 cmb

Whaiwei 29.58 47 93 w 8 cmb

Hankow 29.58 47 93 w 8 cmb

Iohang 29.58 47 93 w 8 cmb

Kiukiang 29.58 47 93 w 8 cmb

Changsha 29.58 47 93 w 8 cmb

Shanghai 29.58 47 93 w 8 cmb

Gutzlaff 29.58 47 93 w 8 cmb

Sharp P. 29.58 47 93 w 8 cmb

Amoy 29.58 47 93 w 8 cmb

Taihouk 29.58 47 93 w 8 cmb

Taiichu 29.58 47 93 w 8 cmb

Tainan 29.58 47 93 w 8 cmb

Koshun 29.58 47 93 w 8 cmb

P'oores 29.58 47 93 w 8 cmb

Canton 29.58 47 93 w 8 cmb

H'kong 29.58 47 93 w 8 cmb

Gap Rock 29.58 47 93 w 8 cmb

Macao 29.58 47 93 w 8 cmb

Wuchow 29.58 47 93 w 8 cmb

Pakhoi 29.58 47 93 w 8 cmb

Hoihow 29.58 47 93 w 8 cmb

Phuilen 29.58 47 93 w 8 cmb

Tourane 29.58 47 93 w 8 cmb

O. St. J. 29.58 47 93 w 8 cmb

Aparri 29.58 47 93 w 8 cmb

Manila 29.58 47 93 w 8 cmb

Legaspi 29.58 47 93 w 8 cmb

Iloilo 29.58 47 93 w 8 cmb

Bacolod 29.58 47 93 w 8 cmb

Cebu 29.58 47 93 w 8 cmb

Labuan 29.58 47 93 w 8 cmb

METEOROLOGICAL.

Previous Day On Date On Date

Barometer 29.87 29.87 79.83

Temperature 75 77 82

Humidity 88 87 79

Wind } E SW SW

Direction } E SW SW

Force 1 3 7

Weather 0 04 04

Rain

Highest open air Temperature on the 21st

H.K. Observatory 21st April, 1913.

TIDE TABLE.

21st April, to 27th April, 1913.

High Water. Low Water. Mean Time.

Mon. 21 10 10 10 10 10 10 10

Tue. 22 10 10 10 10 10 10 10

Wed. 23 10 10 10 10 10 10 10

Thur. 24 10 10 10 10 10 10 10

Fri. 25 10 10 10 10 10 10 10

Sat. 26 10 10 10 10 10 10 10

Sun. 27 10 10 10 10 10 10 10

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
SHANGHAI	CHINA	24th Apr.	Freight & Passage
LONDON via Usual Ports of Call	DEVANHA	Noon	Freight & Passage
LONDON & ANTWERP	NORE	about 30th April	Freight & Passage
WERP v. Singapore, Penang, C'mbo, Port Said, & Marseilles	Capt. D. Asbury		
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA	about 3rd May	Freight & Passage
	Capt. W. R. Le Mare, R.N.R.		

All the above steamers are fitted with Wireless Telegraphy.

For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 19th April, 1913.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
KOBE & YOKOHAMA	PRINZ SIGISMUND	about TUESDAY, 25th April.
	Capt. D. Lenz T. 6,000	
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	LUTZOW	TUESDAY, 29th April, 10 a.m.
	Capt. J. Bortfeldt 17,300	
SHANGHAI, TSINGTAU, NAGASAKI & KOBE	PRINZ LUDWIG	about THURSDAY, 1st May.
	Capt. F. v. Benzer 18,300	
MANILA, ANGAUR, YAP, MARONNI, SAMARAI, SYDNEY & MELBOURNE	PRINZ SIGISMUND	SATURDAY, 17th May, at 9 a.m.
	Capt. D. Luez 6,000	
KUDAT & SANDAKAN	BORNEO	End of April
	Capt. F. Sembill	

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 19th April, 1913.

DOUGLAS STEAMSHIP CO., LD.